



# SeaTac

Area Update



King County Planning and  
Community Development Division

**Plan Development**  
**1986 - 1988**

**King County Executive**  
Tim Hill

**King County Council**  
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Audrey Gruger, District 1  
Cynthia Sullivan, District 2  
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**SEA TAC AREA UPDATE  
AND  
AREA ZONING**

**September, 1989**

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Tim Hill

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# SEA TAC AREA UPDATE

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1 April 3, 1989  
0778C:VN:clt:rr

Introduced by: Barden/Nickels

Proposed No.: 88 - 188

2  
3 ORDINANCE NO. **8996**

4 AN ORDINANCE relating to Comprehensive  
5 Planning; adopting the Sea-Tac Area Update;  
6 adopting the Sea-Tac Area Update Area Zoning;  
7 amending K.C.C. 20.12.240 and Ordinance No.  
2883, Section 1, Ordinance No. 3530, Section  
1, and Ordinance No. 5401, Section 1, as  
amended.

8 PREAMBLE:

9 For the purpose of effective areawide planning and regulation,  
10 the King County Council makes the following legislative  
findings:

11 1. The Sea-Tac area is an appropriate geographic area for  
12 augmentation and amplification of the King County  
Comprehensive Plan through the adoption of the Sea-Tac Area  
13 Update and Area Zoning.

14 2. The Sea-Tac area has increasing demand for intensive land  
uses and requires areawide planning and zoning.

15 3. King County, with the assistance of the Sea-Tac Area  
16 Update Citizen Advisory Committee, the Technical Advisory  
Committee, the Port of Seattle and general citizen input, has  
17 studied and considered alternative land use, programs and  
other means to provide for the orderly development of the  
18 Sea-Tac Update area and has considered the social, economic  
and environmental impacts of the plan and areawide zoning.  
19 King County has prepared and circulated an Environmental  
Impact State for the Sea-Tac Area Update and Area Zoning.

20 4. The Area Update and Area Zoning provide for the  
21 coordination and regulation of public and private development  
and bear a substantial relationship to, and are necessary for,  
22 the public health, safety, and general welfare of King County  
and its citizens.

23 5. King County has considered the benefits and burdens of  
24 North Sea-Tac Park's location and concludes that the park can  
be a valuable community amenity if it is planned with safety  
25 as the foremost consideration.

26 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

27 SECTION 1. Ordinance 2883, Section, Ordinance 3530, Section  
28 1, Ordinance 5401, Section 1, and K.C.C. 20.12.240 are hereby  
29 amended to read as follows:

30 A. The "Highline communities plan," attached to Ordinance  
31 3530, is adopted as an addendum to the comprehensive plan for  
32 King County. The Highline communities plan is amended by those  
33

1 changes identified in the "Highline area zoning," to Ordinance  
2 5453 as inconsistent with the plan pursuant to Ordinance 5401.  
3 As an amplification and augmentation of the comprehensive plan  
4 and the Sea-Tac communities plan, it constitutes official county  
5 policy for the Highline area.

6 B. Any further changes and amendments to the plan initiated  
7 by King County which relate to the Sea-Tac Airport and its  
8 vicinity shall correspondingly change and amend the Sea-Tac  
9 communities plan. All proposed changes and amendments shall be  
10 transmitted to the port of Seattle for review and official  
11 consideration by the port of Seattle Commission prior to council  
12 approval.

13 C. In adopting the Highline communities plan, the council  
14 recognizes that cooperation and action by others, including but  
15 not limited to citizens, state and local agencies, is essential  
16 for proper implementation.

17 D. The land use plan amendment attached to Ordinance 7291 as  
18 Appendix A, is adopted as an amendment to the Highline  
19 communities plan.

20 E. An amendment to the Highline area zoning, attached to  
21 Ordinance 7291 as Appendix B is adopted as the official zoning  
22 control for that portion of unincorporated King Conty defined  
23 therein.

24 F. An amendment to the Highline Area Zoning, attached to  
25 Ordinance 7640 as Appendix A is adopted as the official zoning  
26 control for that portion of unincorporated King County defined  
27 therein.

28 G. The McMicken Heights Land Use Study, attached to  
29 Ordinance 7490 as Appendix A, is adopted as an amplification of  
30 the Highline Communities Plan.



1 H. The McMicken Heights Area Zoning, attached to Ordinance  
2 7490 as Appendix B, is adopted as an amplification of the  
3 Highline Communities Plan.

4 I. The Highline Plan Revision Study - Highline Community  
5 Hospital attached to Ordinance 8138 as Appendix A, is adopted as  
6 an amendment to the Highline Community Plan.

7 J. An amendment to the Highline Area Zoning, attached to  
8 Ordinance 8138 as Appendix B, is adopted as the official zoning  
9 control for that portion of unincorporated King County defined  
10 therein.

11 K. The Highline Plan Revision Study - Olde Burien attached  
12 to Ordinance 8251 as Appendix A, is adopted as an amendment to  
13 the Highline Plan.

14 L. An amendment to the Highline Area Zoning, attached to  
15 Ordinance 8251 as Appendix B is adopted as the official zoning  
16 control for that portion of unincorporated King County defined  
17 therein.

18 M. The "Sea-Tac communities plan," attached to Ordinance  
19 2883, is adopted as an addendum to the comprehensive plan for  
20 King County. As an amplification and augmentation of the  
21 comprehensive plan, it constitutes official county policy for the  
22 vicinity of Sea-Tac International Airport.

23 N. The Sea-Tac Area Update and Area Zoning, attached to  
24 Ordinance 8996 as Attachment A is adopted as an amplification and  
25 augmentation of the Comprehensive Plan and as such constitute  
26 official county policy for the geographic area defined therein.

27 NEW SECTION. SECTION 2. The following policies are adopted  
28 to guide the development of the North Sea-Tac Park:

29 A. Provided the Port of Seattle conveys title to the  
30 proposed park land it owns to King County free of all lease  
31 encumbrances, the boundaries of the park shall be as identified  
32 in the map labeled Attachment B.  
33

.1        B. The 1983 California Department of Aeronautics study and  
2        the Federal Aviation Administration's safety guidelines governing  
3        the kinds of facilities and uses recommended near airport  
4        runways, in particular, within the "Outer Safety Zone" shall be  
5        observed in developing the park. In particular, facilities that  
6        attract large assemblies of people will be discouraged by  
7        limiting spectator seating, among other things.

8        C. Though the Sunset Activity Center is a facility and a use  
9        that does not conform to the above stated safety guidelines, it  
10       may continue as an existing use for the duration of the current  
11       lease; or until an alternative facility is built or renovated  
12       whichever comes sooner; provided that King County encourages the  
13       Port of Seattle to participate in the renovation of an existing  
14       facility or the construction of a new facility to replace Sunset  
15       and the demolition of Sunset.

16       D. Active park development, specifically athletic fields  
17       shall be confined to the area north of South 136th.

18       E. The area south of South 136th Street shall be confined to  
19       passive park development. For purposes of this ordinance,  
20       passive development means no new athletic fields and no new park  
21       or recreation buildings with the exception of a possible new  
22       community center at the southwest corner of South 136th Street  
23       and 24th Avenue South and public restrooms.

24       F. Park perimeter development, including a perimeter trail,  
25       fencing, and landscape buffering, shall be one of the first  
26       phases of development.

27       G. King County will appoint a seven member citizens  
28       committee to facilitate public input to the planning and design  
29       of the park and the planning and design of a renovated building  
30       or a new building to replace the Sunset Activity Center. The  
31       King County executive shall appoint the committee, subject to  
32       approval by Council motion.  
33

H. The following existing uses shall be grandfathered within  
the park:

1. Sunset Park playfields.
2. Washington State Regional Archives.
3. Sunset Activity Center subject to C. above.

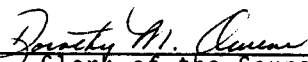
INTRODUCED AND READ for the first time this 14<sup>th</sup> day  
of March, 1988.

PASSED this 2nd day of June, 1989.

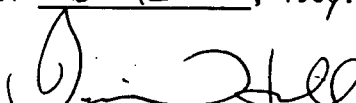
KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

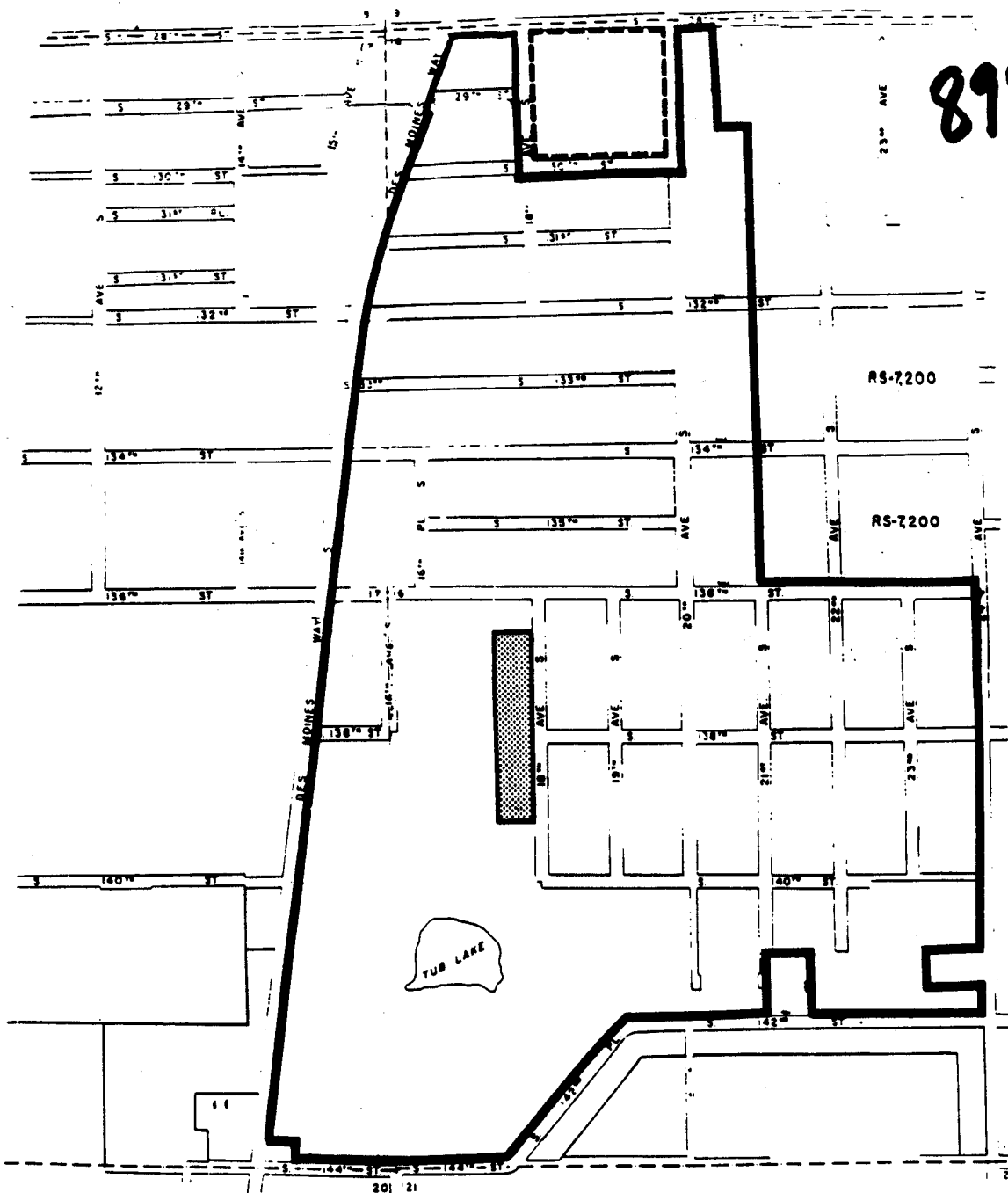
  
Chairman

ATTEST:




  
Clerk of the Council

APPROVED this 14<sup>th</sup> day of June, 1989.

  
King County Executive



## NORTH SEA-TAC PARK

-  KING COUNTY COMPLEX (EXCLUDED FROM PARK BOUNDARY)
-  PARK BOUNDARY
-  BOULEVARD PARK SCHOOL



## **I. INTRODUCTION**

The Sea Tac Area Update is situated in the Highline Community Planning Area, which is one of thirteen community planning areas in King County. Community plans guide land use decisions and capital improvement project expenditures for six to ten years. Several adopted plans pertain to the area, including the 1985 King County Comprehensive Plan, which guides land use decisions for all unincorporated areas in King County; the 1976 Sea Tac Communities Plan; the 1977 Highline Community Plan and 1981 Area Zoning, which implemented the land use concept for the Sea Tac area envisioned by the 1976 Sea Tac Communities Plan. The Sea Tac Area Update addresses specific issues in a portion of the Highline Community Plan and reviews and updates, where necessary, policies from the 1976 Sea Tac Communities Plan. The Sea Tac Area Update revises land use designations and zoning from the Highline Community Plan within the study area.

### **KING COUNTY COMPREHENSIVE PLAN**

The 1985 King County Comprehensive Plan describes how King County should develop over the next 20 years and applies urban, transitional, or rural designations to all of unincorporated King County. Its policies address issues such as resource protection, land use, and public facilities, and provide a base for more specific policies in community plans. The Comprehensive Plan directs growth to occur in established activity centers and recognizes the following urban activity centers in the vicinity of Highline: Burien; Sea Tac; Skyway; White Center; and the cities of Tukwila and Des Moines.

### **SEA TAC COMMUNITIES PLAN**

The Sea Tac Communities Plan (STCP) was a policy plan produced by a joint planning effort by King County and the Port of Seattle, and partially funded by the Federal Aviation Administration. The plan addressed Sea Tac International Airport's relationship to surrounding communities with the goal of achieving compatibility. The airport had expanded in the late 1960's and the increase in air traffic and noise had profoundly impacted nearby residential areas. The STCP recommended the establishment of a comprehensive noise remedy program that involved acquisition of residential properties affected by aircraft noise, noise insulation, aviation easements, and property advisory services. Water quality and surface water drainage were analyzed for Miller and Des Moines Creeks and a land use concept for the airport area was developed. The Port of Seattle completed a noise remedy program update in 1985 which expanded the acquisition program.

### **HIGHLINE COMMUNITY PLAN**

The Highline Community Plan (HCP) addressed issues in the entire Highline community planning area and followed the general land use concept for the Sea Tac area developed in the 1976 Sea Tac Communities Plan. The plan featured land use designations in Sea Tac for air terminal related business, highway oriented commercial, and airport open use. The area zoning which implemented these designations was adopted in 1981.

### **SEA TAC AREA UPDATE ADDRESSES SEVERAL ISSUES**

The Sea Tac Area Update was precipitated by several issues evident to the community:

**Acquisition Areas:** The Port of Seattle's Noise Remedy acquisition program, which will have acquired 1,300 homes by 1991, was proceeding and its effects were being

felt by the community (see Noise Remedy Program Boundary Map). Land that once was residential was vacant and appropriate new uses needed to be determined. (See Appendix C for Noise Remedy Program information.) New literature on airport land use had also become available which provided guidance on land use in airport areas.

**North Sea Tac Park:** Local governments did not have the resources to develop or implement some of the recommendations of the 1976 Sea Tac Communities Plan which had called for major park and recreation facilities and public open space north and south of the airport. In 1980, the Port of Seattle and King County adopted a master plan concept for North Sea Tac Park which was to be developed on Port acquired land north of the airport. The 1982 King County Pro-Parks bond issue which would have funded North Sea Tac Park development was defeated, and the Master Plan was not implemented.

**Veterans National Cemetery Proposal:** The proposal to locate a Veterans' National Cemetery on property owned by the Port of Seattle, King County, and the Washington State Department of Transportation (WSDOT) south of Sea Tac Airport was first discussed in 1984. Several community meetings were held that year that produced positive public response to the proposal, but the need for additional community evaluation and coordination with the larger area land use and transportation review made it appropriate to include the cemetery issue in an update.

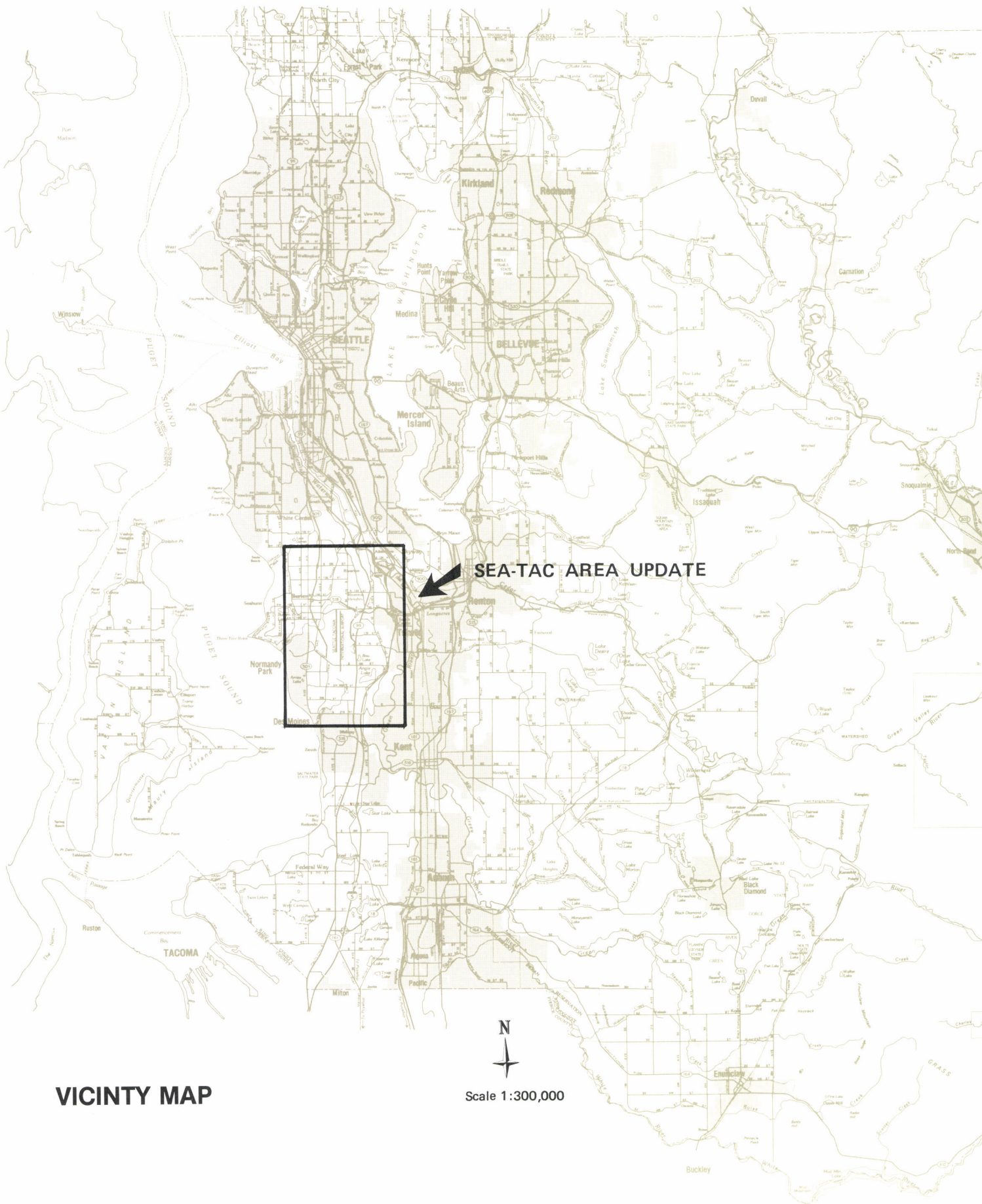
**Transportation:** Major transportation improvements in the Sea Tac Area were being considered by the Port of Seattle, King County, and the Washington State Department of Transportation. Traffic congestion had increased on state and county roadways and airport traffic was increasing from the south. The Port of Seattle was examining a new south access project to accommodate airport traffic from the south, King County was evaluating a Road Improvement District proposal and other improvements, and WSDOT contracted with King County to study the possible extension of State Route 509 from its present terminus at South 188th Street. The most efficient way to study these closely related projects was to include them in an update to the community plan for the Sea Tac Area.

## **SEA TAC AREA UPDATE BEGINS**

In 1985, the King County Council voted to begin the Sea Tac Area Update of the Highline Community Plan. A community open house was held in August 1985 to explain the project and collect public comment on issues facing the area. In January 1986, the King County Council passed Motion 6429 which appointed a 20-member Citizens Advisory Committee (CAC) and directed the plan update to address the following elements:

- ° Review land use in Port of Seattle acquisition and adjacent areas.
- ° Evaluate the Veteran's National Cemetery proposal.
- ° Update the North Sea Tac Park Master Plan.
- ° Study transportation issues in the area, including SR-509 and the Port's South Access project.

King County worked closely with the Port of Seattle and the Washington State Department of Transportation on the update, as the project provided public involvement for studying Port acquisition area land use and the SR-509 extension. King County and the Port of Seattle signed a memorandum of cooperation in December 1985 which described the roles of each agency in the update. Because King County has land use

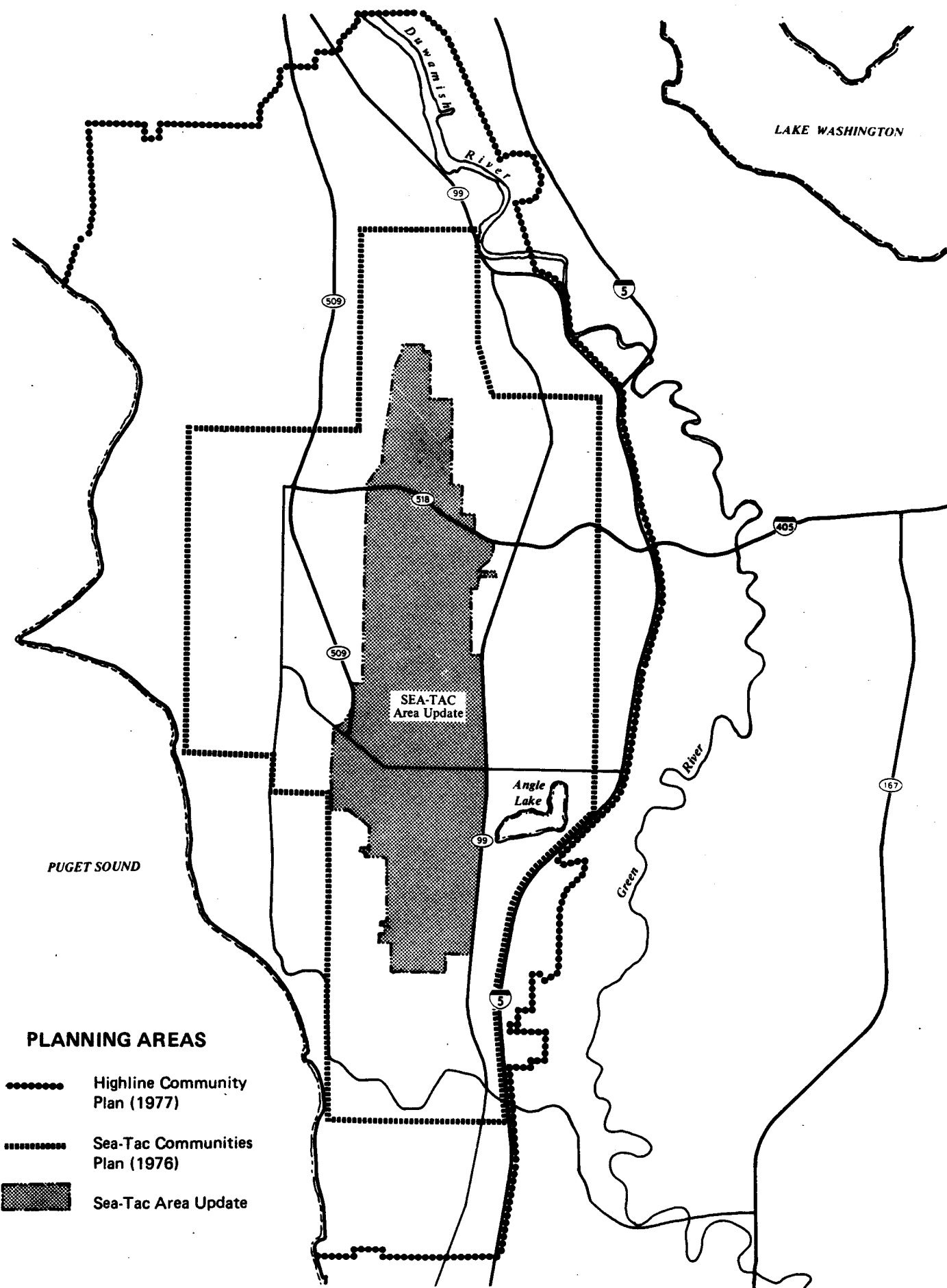


**VICINTY MAP**

N  
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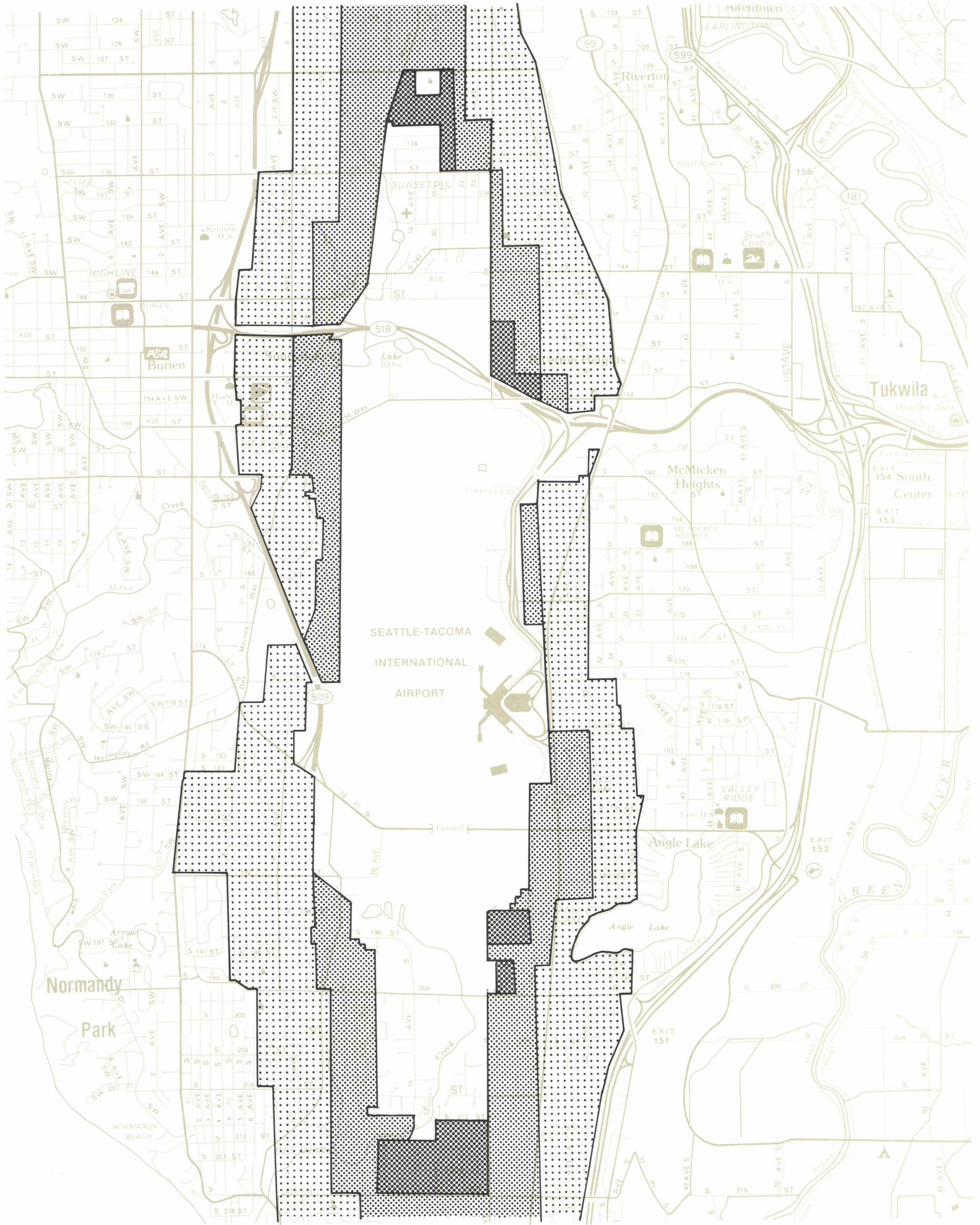


### PLANNING AREAS

- ..... Highline Community Plan (1977)
- - - - - Sea-Tac Communities Plan (1976)
- SEA-TAC Area Update







# **NOISE REMEDY PROGRAM BOUNDARIES**

- Airport Boundary
- Acquisition
- Neighborhood Reinforcement
- Cost-Sharing Sound Insulation

Source: Port of Seattle, Noise Remedy Program 1985



**Sea-Tac**  
Area Update







jurisdiction in the area, it is responsible for preparing the plan. The Port, as the major property owner in the study area, has supplied technical assistance and staff support to the project. This effort resulted in the land use plan and supporting policies and recommendations.

The planning staff was assisted in the preparation of this plan by two advisory committees. The Technical Advisory Committee, which is composed of agency representatives, has advised staff on technical aspects. The Citizens Advisory Committee (CAC) met regularly between January 1986 and October 1987. King County recognizes the efforts of the Technical Advisory Committee and Citizens Advisory Committee, and thanks the following CAC members for their commitment:

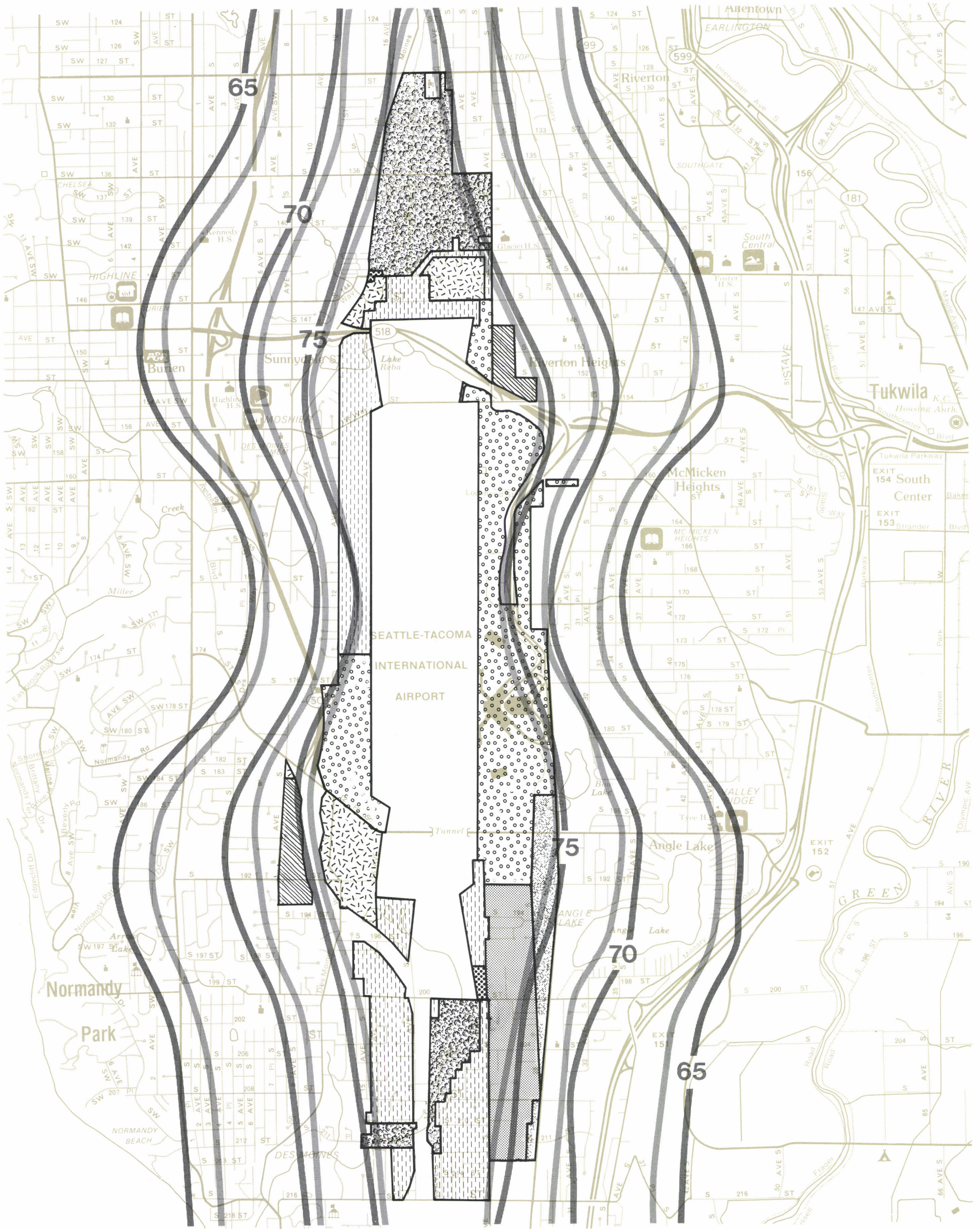
Helen Baer, Chair  
Terry Anderson  
Sherman Bailey  
Kevin Bannon  
William Bowlin  
Betty Brennan  
Earline Byers

Maurice Collins  
Ola Mae Crawford  
Joy Curry  
Tom Dantzler  
Steven Emery  
Barbara Heavey  
Irene Jones

Sheila Kollmorgen  
Tony Marino  
Raymond Murphy  
Sam Nassif  
Connie Nicoli  
Robert Revia  
Gene Tonnemaker







# LAND USE AND NOISE CONTOURS

- Single Family
- Multifamily
- Office Park
- Mixed-Use
- Business Park
- Commercial
- Highway Commercial

- Industrial
- Airport Facility
- Airport Open Use
- Park and Recreation
- 1985 Annual Average LDN
- 1990 Annual Average LDN

Source: Port of Seattle, Noise Exposure Update 1982



SeaTac  
Area Update







## **II. SEA TAC URBAN ACTIVITY CENTER**

The 1985 King County Comprehensive Plan (KCCP) establishes Urban Activity Centers as the primary location of employment, shopping, services and commercial and industrial development. Urban Activity Centers are in cities and unincorporated areas. By concentrating these activities, travel distances can be reduced, and King County can better plan for the urban level of facilities and services needed for growth, such as roads, utilities, police and fire service, and transit service.

The KCCP recognized that the design of each center would be unique based on the regional and local economic development needs of that area. Community plans and plan updates, which are detailed land use plans, are the vehicles which King County will use to determine the size and mix of uses in unincorporated Urban Activity Centers. Per King County Comprehensive Plan Policy PI-304, King County will seek interlocal agreements with incorporated cities to ensure the development of consistent land use policies and public improvement standards within proposed annexation areas.

In the Highline Planning area, the designated Urban Activity Centers are White Center, Burien, Sea Tac, and the cities of Des Moines and Tukwila (See Planning Areas Map). Sea Tac in comparison to the other centers serves not only the local community, but the region as well. Situated at the heart of this center is Sea Tac International Airport.

Within the Sea Tac Activity Center, the dominant industries are the airline industry and the hospitality industry. Major employers include the airlines and air freight companies, the Port of Seattle, and several large hotels and food service companies. It is expected that the market for these industries will continue to grow, as the region's participation in international trade increases.

The Citizen Advisory Committee (CAC) acknowledged the importance of the airport's operation on the local and regional economy. The following 1976 Sea Tac Communities Plan policy is readopted to encourage economic growth which is balanced with the needs of the local community.

**ST-U1    THE PORT OF SEATTLE AND KING COUNTY SHOULD ASSUME AN ACTIVE, POSITIVE ROLE IN ENHANCING LOCAL COMMUNITY IMAGE AND PLAN FOR COMPATIBLE ECONOMIC DEVELOPMENT.**

### **THE SEA TAC URBAN ACTIVITY CENTER**

The Sea Tac Update addressed specific issues as mentioned in Chapter I. The plan update planning area encompasses a specific area based on the issues the plan was directed to address. Discussion in this plan with respect to the Sea Tac Urban Activity Center is very limited, since the entire Activity Center is not part of the update planning area. It is recommended that in subsequent updates of the Highline Community Plan, the entire Sea Tac Activity Center should be addressed.

The development conditions and goals developed in this plan shall be applied in the designated planning area, and used as a guide for future development and redevelopment of that commercial area east of Pacific Highway (SR-99), between South 160th Street and South 212th Street. Where a difference exists between this plan's policies and the 1977 Highline Community Plan policies for the commercial area east of SR-99, the more restrictive policies should apply.

The major transportation route that serves the Sea Tac area is SR-99 (See Land Use Map). Located along SR-99 are businesses such as rental car facilities, park and fly lots, offices, fast-food restaurants, hotels, convenience stores and gas stations. As the number of businesses increase in the area, so does the interest in advertising those businesses. The visual confusion caused by the myriad of signs, utility lines and poles, and lack of landscaping have contributed to degrading the image of the area. To address some of these issues, the following policy was developed:

**ST-U2** EFFORTS TO IMPROVE THE IMAGE OF STATE ROUTE 99 IN THE SEA TAC AREA SHOULD BE ENCOURAGED THROUGH UNDERGROUNDING UTILITIES, LANDSCAPING AND SIGN CONDITIONS FOR FUTURE DEVELOPMENT OR REDEVELOPMENT.

Future development or redevelopment in the activity center will take place as demand for new services occurs. To ensure that future development occurs in an orderly and visually pleasing manner, the development standards required by King County Zoning Code and additional site-specific conditions within the planning area should be met. The following two policies further reinforce this goal.

**ST-U3** DEVELOPMENT OF PUBLIC AND PRIVATE PROPERTY SHOULD BE COORDINATED IN ORDER TO MAINTAIN A CONSISTENT LEVEL OF QUALITY.

**ST-U4** SITE PLANNING IS ENCOURAGED FOR ALL NEW DEVELOPMENT IN THE SEA TAC AREA.

During development of this plan one of the major issues considered was the supply and demand for parking. The need for parking in and around the airport has increased as businesses and the community have grown. Parking structures rather than surface parking should be considered to reduce the amount of land used for parking.

**ST-U5** PARKING STRUCTURES SHOULD BE ENCOURAGED IN PARKING LOT DEVELOPMENTS OR EXPANSIONS AND GIVEN DEVELOPMENT INCENTIVES.

Another means of meeting parking needs is for businesses to share parking areas.

**ST-U6** ENCOURAGE JOINT USE OF PARKING WITHIN BUSINESS AREAS.

As King County pursues its efforts to revise the zoning code, an incentive program should be established to encourage parking structures rather than surface parking lots. KCCP policies CI-225 and CI-226 support this effort and provide direction to future parking lot development in King County.

The Sea Tac area includes more than the airport and the commercial activities located there. It is also the people who have chosen to live in nearby neighborhoods that existed prior to the airport or were developed at the same time as the airport. Methods to protect and enhance these neighborhoods from encroaching non-residential uses should be developed. One way is to make use of natural and man-made boundaries, such as freeways, to separate different land uses. The following policy recognizes the way road systems effect the composition of neighborhoods and activity centers.

**ST-U7** RECOGNIZE THAT FREEWAYS AND MAJOR ARTERIALS DIVIDE EXISTING NEIGHBORHOODS; FREEWAYS MAY BE USED AS A BARRIER BETWEEN DIFFERENT LAND USES.

### III. AIRPORT AREA LAND USE

The Sea Tac Area is dominated by Sea Tac International Airport, which coexists with well established residential neighborhoods that developed largely in the 1940s and 1950s. The expansion of the airport in the late 1960s and the substantial increase in airport operations and traffic following deregulation of the airline industry in recent years, have resulted in significant impacts to the surrounding community.

Safety and noise exposure are basic considerations in determining appropriate land uses in airport areas. The Sea Tac Area Update project has used airport land use guidelines from the Federal Aviation Administration (FAA) and other states in formulating land use policies and proposals. Guidance is provided by the FAA regulations which prohibit structures in clear zones (2700 feet beyond the end of runways) and require height limits on structures in airport areas. Those FAA height limitations were adopted by King County by Resolution 35255, 1968 (CH.21.48.040 King County Code). The FAA also provides guidelines on compatible uses within different noise contours. The guidelines generally discourage residential and public institutional uses in high noise exposure areas unless noise reduction measures are incorporated into the building design. Commercial, manufacturing, and office uses are acceptable if work areas are noise insulated. Certain outdoor recreational and agricultural uses are acceptable, but those adversely affected by noise, such as outdoor amphitheaters, are considered incompatible.

The Sea Tac Area Update study area largely falls within noise contours of 70-75 ldn. The term ldn refers to average day/night noise level. Noise measurements are obtained from a permanent monitoring system in operation in the area surrounding Sea Tac International Airport. (See Noise Contour Map.)

California Aeronautics Division guidelines were used in updating the North Sea Tac Park Master Plan. One recommendation from the California study is the establishment of an approach safety zone beyond the clear zone based on worldwide data on large jet crashes. The clear zone extends 2700 feet beyond the end of the runway. The suggested approach safety zone is 5000 feet from the runway end and 750 feet on either side of the runway centerline. The safety zones were adopted in the park plan in determining appropriate locations for recommended park uses. To minimize the number of people exposed to aircraft crash hazards, the California Guidelines list land use restrictions that seek to limit the number of people in an area and limit the area covered by structures occupied by people.

The Oregon Department of Transportation Airport Compatibility Guidelines also recommend establishing an airport approach safety zone and noise corridor zone with accompanying restrictions on land use. The approach safety zone for larger airports may be greater than 5000 feet at local option, as stated in the Oregon guidelines. To assure public safety, the Oregon guidelines recommend no uses in the approach safety zone which attract large groups of people. The guidelines also suggest restricting land uses based on airport noise levels.

The 1985 King County Comprehensive Plan recommends that airport approach zones should be located over water or low density uses such as greenbelts, plant nurseries, or warehousing. The Highline Community Plan and Area Zoning established the Airport Open Use Zone.

The land use and park recommendations of the Sea Tac Area Update are consistent with the intent of the referenced guidelines, which seek to limit numbers of people in airport

approaches and restrict uses in noise impacted areas. This plan proposes airport open use designation for the approach areas north and south of the airport runways. The designation is characterized by low density uses that tend not to generate large assemblies of people within a structure and restricted lot coverage. The plan also recognizes that nonresidential uses are most appropriate in areas severely affected by aircraft noise.

The North Sea Tac Park Master Plan Update was guided by policies that called for uses in the park that do not generate large assemblies or spectator events, and for passive recreation uses in the portion of the park nearest the airport. The Sunset Activity Center, formerly Sunset Junior High School, is located at 18th Avenue South and approximately South 140th Street and is owned by the Greater Highline Community Parks Board. The park plan update consultant report recommended that relocation of the center's activities be considered. Currently, the number of people in the building must be restricted because it is located less than 5000 feet from the runway. The building's current use as a meeting place and auditorium does not conform to airport safety or noise exposure guidelines discussed in this chapter. The fields near South 146th Street leased from the Port of Seattle by the Highline East Little League are also recommended for relocation in the North Sea Tac Park Master Plan Update consultant report because the clear zone extends into the property.

This plan recommends the following actions regarding the Airport Open Use zone:

- The revision of Title 21, King County Zoning Code should incorporate a provision that would allow 35 percent lot coverage in the Airport Open Use zone in areas that are more than 7500 feet from the runway end.
- The zoning code revision should also include parking as a conditional use in the Airport Open Use zone, subject to considerations such as parking lot size/design, distance from the runway, lot coverage, distance from runway centerline, and appropriate landscaping/buffering.

To recognize the continuing effect of Sea Tac International Airport's operation and potential growth on the community, the following policies were developed:

- ST-A1** THE PORT OF SEATTLE, KING COUNTY, AND OTHER RESPONSIBLE JURISDICTIONS SHOULD CONTINUE TO ADDRESS THE IMPACT OF AIRPORT OPERATIONS ON THE SURROUNDING COMMUNITY.
- ST-A2** IF THE PORT OF SEATTLE COMMISSION DETERMINES THE NECESSITY TO DEVELOP RUNWAY CAPACITY WEST OF THE EXISTING MAIN RUNWAY, KING COUNTY WILL IMMEDIATELY INITIATE A LAND USE REVIEW OF THOSE PORTIONS OF THE SEA-TAC AREA UPDATE OR HIGHLINE COMMUNITY PLAN AREAS LIKELY TO BE AFFECTED.

The staff and Citizens Advisory Committee also felt that it is vital for the various jurisdictions and public agencies in the Sea Tac Area to work cooperatively to address issues of concern to the community. In 1985 the Port of Seattle instituted the Sea Tac Forum, a bi-monthly public meeting of Sea Tac area government agency representatives, to increase intergovernmental coordination and community information on agency activities. The Port also publishes and distributes a monthly community newsletter on airport activities for the Sea Tac area.

Since the Port of Seattle Noise Remedy Program began purchasing residential property in the 1970's the community has voiced concern about the acquisition areas' use. The following policy was developed regarding the acquisition areas:

**ST-A3** LAND USES IN THE ACQUISITION AREAS SHOULD REFLECT A BALANCE OF:

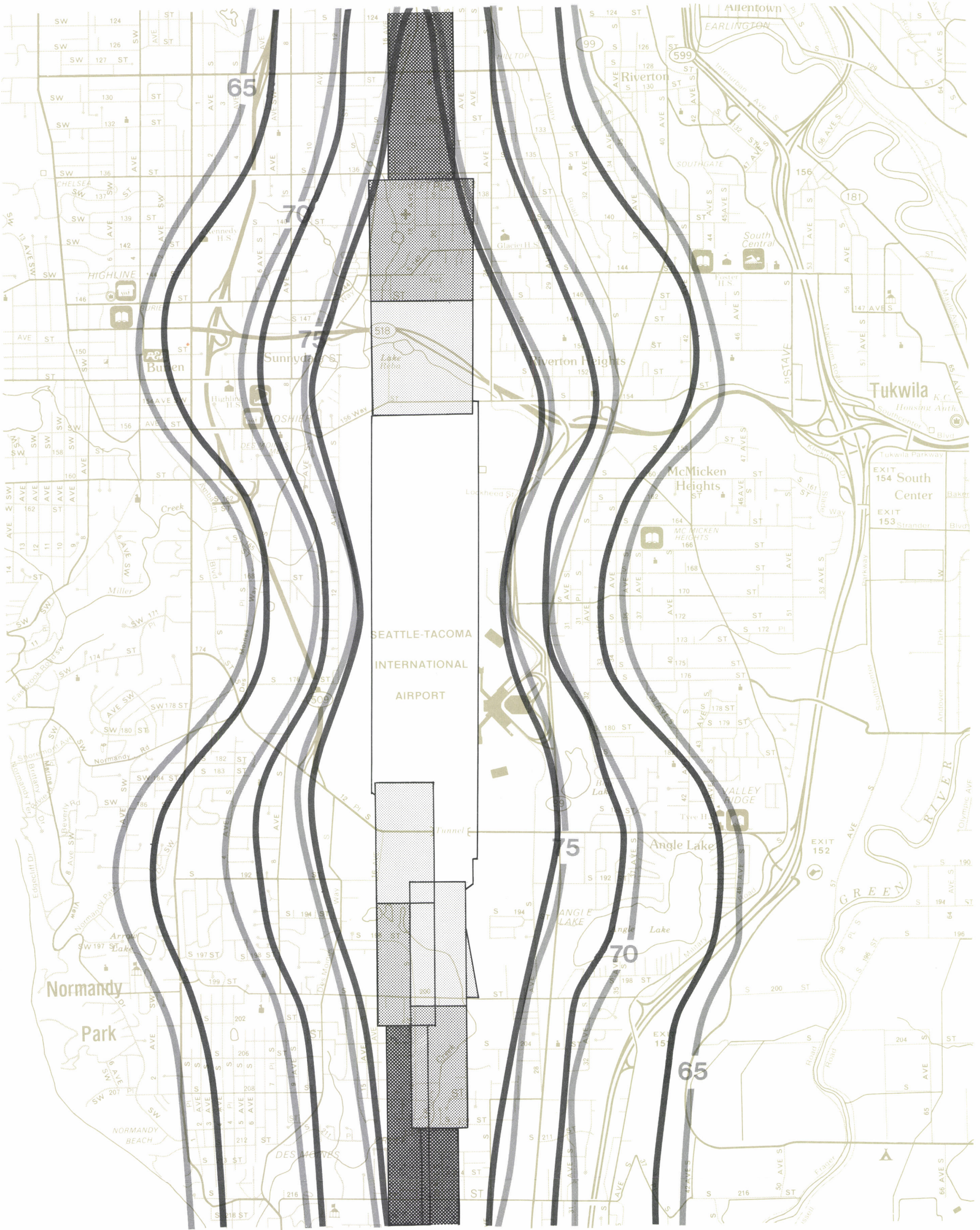
- a. Support for airport activities
- b. Open space and recreation
- c. Compatibility with the surrounding community and
- d. Economic development

The following policy recognizes the basis of airport clear zone land use recommendations:




**ST-A4** LAND USES IN AIRPORT CLEAR ZONES WILL CONFORM TO FEDERAL AVIATION ADMINISTRATION (FAA) REGULATIONS WHICH PROHIBIT STRUCTURES IN RUNWAY CLEAR ZONES.







## AIRPORT SAFETY ZONES

-  Inner Safety Zone (Clear Zone)
-  Outer Safety Zone
-  Extended Runway Centerline Corridor

Source: 1987 Federal Aviation Administration  
Advisory Circular 150/5300-4B

## ANNUAL AVERAGE LEVEL DAY/NIGHT (LDN) NOISE CONTOURS (Aircraft and Traffic)

-  1985 Annual Average LDN
-  1990 Annual Average LDN

Source: Port of Seattle, Noise Exposure Update 1982



**SeaTac**  
Area Update

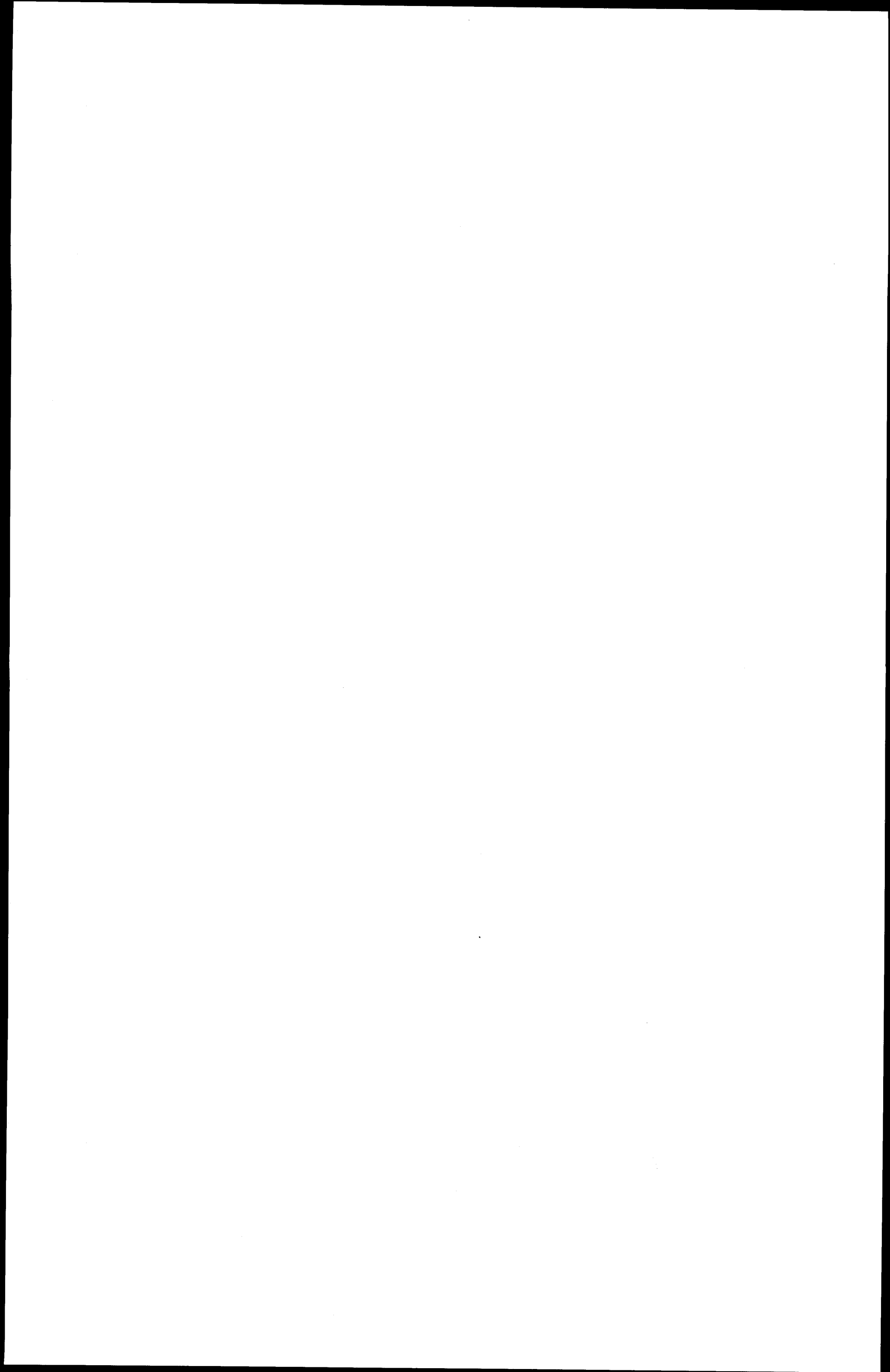


1/2 0 1/2 1 Mile



King County Planning and  
Community Development Division  
1987







## **IV. COMMERCIAL/INDUSTRIAL**

Chapter Two of this plan described the importance of Sea Tac as a designated Urban Activity Center. This Chapter further explains the character and mix of uses within the Sea Tac Activity Center and includes policies which provide direction for future commercial and industrial development within the Center.

The character and mix of uses found in the Sea Tac Urban Activity Center are influenced by the operation of Sea Tac International Airport. The types of businesses that have located within the Sea Tac Urban Activity center are oriented toward service type industries. Service industries are those public and private businesses that are not directly involved with the production of goods or primary products. Service industries include; trading functions, transportation and communication services, utilities, finance, insurance, real estate, business and personnel services, and state, federal and local governmental activities. Within the Sea Tac Activity Center, service industries include hotels, motels, restaurants, gas stations, rental car facilities, freight handlers, and park and fly lots. In comparison, nearby centers such as Burien, Des Moines and Tukwila are more geared toward retail industries, such as supermarkets, hardware, discount and department stores. Therefore, to avoid competing with other centers markets, Sea Tac should continue to emphasize development of service industries. The King County Comprehensive Plan (KCCP) encourages this direction through policy CI-202. Policy CI-202 directs how each Urban Activity Center should be planned to meet the economic development and public facilities needs of that area. This policy also emphasizes how each Activity Center's land use plan should compliment those nearby to reduce public facility costs and encourage compact development centers.

Under the Highline Community Plan, a number of policies related to commercial and industrial development are re-adopted under this plan, specifically, H-14, H-15, H-16, H-17, H-18, and H-22. Policies H-14 and H-15 direct where commercial and industrial development should occur. Policies H-17, H-18, and H-22 give direction on the importance of landscaping and buffering of commercial and industrial use to other different land uses. (See Appendix D, for complete policies).

### **CITIZEN ADVISORY COMMITTEE VIEW ON COMMERCIAL/INDUSTRIAL DEVELOPMENT**

When Citizen Advisory Committee (CAC) members were asked what their views were on existing commercial and industrial developments in Sea Tac, their response was:

- did not like the "strip development" that has occurred on SR-99;
- great need for sidewalks, landscaping, cohesive design, adequate parking supply;
- lack of adequate control on off-site impacts on current developments;
- need to create a sense of identity for the commercial/industrial area;
- lack of provisions for pedestrian safety and transit turnouts;
- number of undesirable commercial/industrial uses that degrade the image of the area;
- need to establish truck routes in the area; and
- better billboard and sign control.

To address these concerns, the following policy gives direction to future development and redevelopment within the commercial and industrial areas of the Sea Tac Urban Activity Center.

**ST-C11** A QUALITY COMMERCIAL ENVIRONMENT IN THE SEA TAC AREA SHOULD BE ATTAINED BY DEVELOPMENT REQUIREMENTS INCLUDING:

- adequate off-street parking should be provided;
- landscaping will be required on all proposed development;
- measures to control surface water run-off should be developed and implemented;
- provide pedestrian facilities as linkages between commercial developments; and
- a site plan is required for all proposed development which clearly describes how these criteria are to be met.

Reviewing site plans is a means of insuring that zoning code requirements have been met. The Sea Tac Area Update requires special conditions in addition to the zoning code to protect the public interest. The update proposes conditions such as dedication of right-of-way, street improvements, screening/landscaping between different land uses, sign controls, more restrictive height regulations, limits on permitted uses, and special performance standards to assure that proposed development is compatible to the adjacent land uses as well as the community.

### **FUTURE COMMERCIAL/INDUSTRIAL LAND USE NEEDS**

Since the adoption of the 1976 Sea Tac Communities Plan, the area covered by the Sea Tac Communities Plan has experienced substantial growth in commercial and industrial land uses. A recent report issued by King County and the Seattle/King County Economic Development Council estimated that approximately 144 acres of vacant commercial/industrial land remained in the area.

The Citizen Advisory Committee (CAC) recognized that Sea Tac Airport was not only an asset to King County, but was an important link in the economic development of the Northwest region. Providing new opportunities to develop a sound commercial and industrial environment was supported by the CAC. In doing so, the benefits that could be achieved are:

- strengthening the tax base;
- providing jobs for local residents;
- improving the image of the area; and
- providing additional capital improvement projects for the area.

With these goals in mind, the plan recognizes additional land designated for commercial or industrial uses, should be concentrated rather than dispersed throughout the Urban Activity Center. By concentrating these uses, King County and local service providers can more economically serve these land uses. The secondary effect of concentrating these uses is that existing residential areas are protected from encroachment by non-residential uses.

**ST-C12 MANUFACTURING, COMMERCIAL, AND OFFICE USES WITHIN THE SEA TAC AREA SHOULD BE CONCENTRATED LOCATED IN SPECIFIC AREAS TO IMPROVE THE PROVISIONS OF SERVICES AND PROTECT EXISTING RESIDENTIAL AREAS.**

The areas designated for manufacturing, commercial and office uses are those with the following land use designations:

- Airport Open Space
- Office Park

- Business Park
- Commercial
- Industrial

#### **COMMERCIAL/INDUSTRIAL LAND - DESIGNATED:**

As discussed in the Urban Activity Center Chapter, Sea Tac Activity Center's market and type of development was compared to other nearby activity centers in determining the amount of additional commercial and industrial land needed.

Because Tukwila, Des Moines, Burien, and White Center provide major retailing opportunities, Sea Tac should continue its orientation toward service industries, corporate and professional offices and light industrial uses. The focus should be toward businesses which need to locate near the airport, with a master-planned area which increases the attractiveness and function of the area. The Business Park concept was developed as a result of this direction. The Sea Tac Update designates approximately 190 acres south of the airport for business park development.

To determine the future of industrial uses in the Sea Tac area, a number of factors were considered. The cities of Tukwila, Kent, and Auburn, have a substantial amount of vacant industrial land available, which is less expensive than land in the Sea Tac area. Sea Tac would have a difficult time in competing against these other centers. Commercial/industrial goals and policies of this update can be better achieved through a higher quality business park area. Therefore, no additional industrial land is designated other than what already exists under the Highline Community Plan.

#### **Commercial/Industrial Development**

When commercial and industrial areas are visible or adjacent to residential areas, it is important that protective measures be developed and enforced to buffer possible negative impacts these uses may have on the surrounding neighborhood.

- ST-CI3**     ADEQUATE LANDSCAPING AND SCREENING OF NON-RESIDENTIAL USES THAT ARE VISIBLE OR ABUT RESIDENTIAL USES IS ENCOURAGED.
- ST-CI4**     MANUFACTURING, COMMERCIAL, AND OFFICE DEVELOPMENTS WITHIN THE SEA TAC URBAN ACTIVITY CENTER SHOULD OCCUR CONCURRENTLY WITH NECESSARY ROAD AND DRAINAGE IMPROVEMENTS TO REDUCE IMPACTS ON NEARBY RESIDENTIAL AREAS.

King County is committed to preserving the environment and public health through the proper management of solid waste. One method of managing solid waste is to encourage waste reduction and recycling programs.

Because commercial and industrial activities generate substantial amount of paper, cardboard, plastic and styrofoam, it is of mutual benefit for the County to work with these businesses in developing an on-site waste reduction and recycling program.

- ST-CI5**     THE SOLID WASTE DIVISION SHOULD WORK WITH THE COMMERCIAL AND INDUSTRIAL BUSINESSES IN THE SEA TAC AREA TO DEVELOP PROGRAMS WHICH WILL HELP IN WASTE REDUCTION.

As the commercial and industrial areas develop, the demand on urban services and facilities increases. One of the most noticeable will be the increase in vehicular traffic. A

method of reducing vehicular trip generation is to establish a Transportation Management Plan (TMP). This update recommends that commercial and industrial development(s) which have ten or more employees should seek to implement a TMP program. This Transportation Management Plan may include the following elements:

- distribute ridesharing and Metro transit information to tenants;
- provide flex-time information to tenants;
- provide bicycle parking;
- provide preferential carpool/van pool parking locations; and
- sell Metro monthly passes.

The Citizen Advisory Committee (CAC) viewed provisions for open space as an opportunity to enhance the image of Sea Tac's commercial/industrial area. The CAC recognized that on parcels of significant size, open space in the form of landscaping, plazas, or fountains, could be aesthetically pleasing, and could improve the image of the area. The Open Space concept should be designed along the same guidelines as established by this update for open space areas within the business park development.

**ST-C16 MAJOR DEVELOPMENTS (LARGER THAN ONE ACRE) SHOULD INCORPORATE AN OPEN SPACE CONCEPT INTO THEIR SITE PLANS.**

The CAC and the community expressed their concerns over the number of billboards and off-premise signs in the Sea Tac Area Update area.

A survey of signs in the update area was conducted by the planning staff in April 1987. The area covered by the survey was primarily: SR-99, between SR-518 and South 216th Street, and South 188th Street, between SR-99 and Des Moines Memorial Drive. Along these two roads there were 32 billboards and 53 portable signs. (See Billboard and Portable Signs Map.)

A special recommendation asking the County Executive and Council Council to develop more stringent controls on billboards and signage in the County is found in Chapter 11 of this plan.

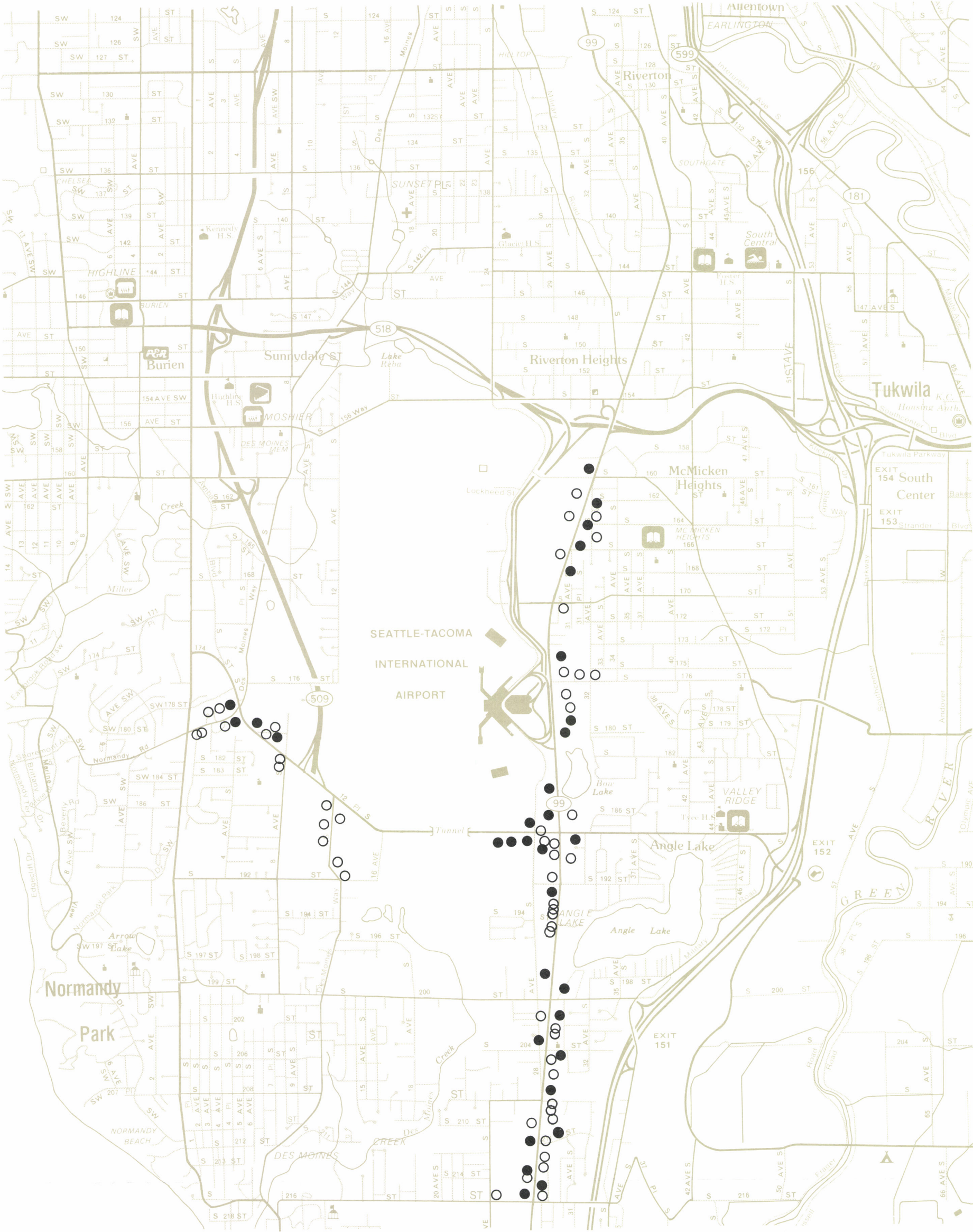
**BUSINESS PARK DEVELOPMENT IN SEA TAC**

In the course of the Sea Tac Area Update, the opportunity to redevelop an area south of the airport for more intense uses was explored and subsequently supported by the Citizen Advisory Committee (CAC). The CAC recognized that the south access project (see Chapter Five, Transportation) proposed by the Port of Seattle, created an opportunity for better access to an area that, if carefully planned and developed, would create a strong center for economic development. Planning staff subsequently developed the concept of a business park along the planned south access route to the airport. (See Proposed Land Use Map.)

What is envisioned by the community for the business park is an area designed for:

- larger user groups - employment density of 50 persons/acre;
- office complexes rather than small, individual stores found on SR-99;
- larger lot sizes with an attention to landscaping and open space;
- uses that do not rely on outdoor storage or display, except for rental cars;
- a limit on heavy trucking;
- a diverse job base





# BILLBOARDS AND PORTABLE SIGNS

- Billboards
- Portables

Source: King County, Planning and Community Development Division, Survey, 1987



# SeaTac

Area Update



1/2 0 1/2 1 Mile



King County Planning and  
Community Development Division  
1987



**ST-CI7 BUSINESS PARK DEVELOPMENT IS DESIRABLE IN THE SEA TAC AREA. THE BUSINESS PARK SHOULD HAVE HIGH DEVELOPMENT AND OPERATIONAL STANDARDS THAT FOSTER OPPORTUNITIES TO:**

- generate a diverse job base;
- accommodate high concentrations of people such as employees and visitors;
- create functional and aesthetically pleasing public/private open space;
- provide safe pedestrian access between uses; and
- encourage office, hotel and light industrial uses.

As the business park area develops, clients of the business park and the surrounding community should be able to visually identify the site. Developers of the 190 acre business park, as defined by SR-99 on the east, 24th Avenue South on the west, South 192nd on the north, and South 212th on the south should design entry ways which help in visually identifying the business park area.

**ST-CI8 ENTRY STREETS IN BUSINESS PARK DEVELOPMENTS SHOULD PROVIDE A SENSE OF GATEWAY BY APPROPRIATELY USING LANDSCAPING, TREES, LIGHTING, WALKWAYS, AND SIGNS.**

For the purposes of this plan, the entry streets to business park development area are South 200th Street, South 216th Street, and the proposed Road Improvement District.

The plan recommends open space areas within the site of a business park. Not only should open space be provided, but this space should be a cohesive, aesthetically pleasing area and functionally designed so that business park employees, clients and the community can make use of it.

**ST-CI9 ADJACENT MAJOR DEVELOPMENTS SHOULD LINK OPEN SPACE AND MAKE IT ACCESSIBLE TO THE PUBLIC.**

By grouping open space areas of adjoining developments, the open space area created can be better designed and used by all employees of those developments and the community.

**ST-CI10 SPACE IN BUSINESS PARK DEVELOPMENTS SHOULD BE ALLOCATED FOR OPEN SPACE (EXCLUDING PARKING) AND MAY INCLUDE LANDSCAPING, WATER COURSES, PATHS, SITES FOR FOUNTAINS, OR OTHER OUTDOOR WORKS OF ART, OR OTHER VISUAL/ENVIRONMENTAL FEATURES.**

The designated business park area is a major feature in the Sea Tac Area Update. As the business park is designed, areas devoted to displaying artwork should be considered. Not only would this enhance the development but benefit the community as well.

**ST-CI11 THE BUSINESS PARK AREA IN SEA TAC SHOULD BE A COMMUNITY, AS WELL AS A REGIONAL RESOURCE. COMPONENTS OF THE BUSINESS PARK THAT WOULD ENHANCE THE SEA TAC COMMUNITY'S CULTURAL CLIMATE SHOULD BE ENCOURAGED. WHERE POSSIBLE, COVERED AREAS TO EXHIBIT ARTWORK SHOULD BE ENCOURAGED.**

The policies contained in this chapter guide business park development in the Sea Tac Area. However, the King County Zoning Code does not have a business park zone. For

the purposes of this update, the Manufacturing Park zone with development conditions (MP-P) is used to implement the business park in the Sea Tac Area Zoning. As revisions are made to the zoning code, development of a business park zone should be pursued.

#### **BUSINESS PARK DEVELOPMENT CONDITIONS**

Business park development must comply with this chapter's relevant commercial and industrial policies, as well as applicable policies within the drainage and transportation chapters. In addition, the following conditions provide the framework for all of Sea Tac business park and are included as zoning P-suffix requirements in the area zoning. Other conditions may be added based on each development's individual character and circumstances. For all development conditions placed on a particular business park, please see the Sea Tac Area Zoning document.

1. Whenever two or more individuals combine their properties in one business park development, one spokesperson should be selected to represent the owners and successors during the process of obtaining King County's approval for the site's development or while developing the property after any approval.
2. Business parks should be developed in phases in order to ensure that development occurs with the required improvements. Types of improvements may include: road improvements, sewers, utilities, drainage systems, etc. An estimated time period for completion of all phases is to be provided by the developer or the developer's representative when King County first reviews the entire proposal. Initiation of new phases will be prohibited until conditions imposed on previous phases have been met or assured. Any minor deviation from the original building development must be approved by the Manager of Building and Land Development Division (BALD).
3. Only the following uses shall be allowed in business park development:
  - business and professional offices;
  - hotels and motels;
  - restaurants;
  - corporate headquarters and research facilities;
  - assembly of appliances such as electronic instruments;
  - laboratories;
  - printing establishments;
  - wholesale business and accessory storage;
  - distribution centers;
  - parcel service delivery;
  - rental car and public parking lots;
  - retail sales and consumer service establishments catering to the employees of business park developments, provided: (a) there shall be no entrances directly from the street or parking lot to such establishments and (b) no sign from such establishments shall be visible from the outside of any building;
4. All uses shall be conducted only inside a building, except for public parking lots and rental car lots.
5. The minimum lot developed in a business park: 5 acres.
6. The total permitted lot coverage in a business park development shall not exceed 75 percent for building and parking areas. A maximum of 85 percent lot coverage for



building and parking areas may be allowed provided that applicant provides specific benefit options. The benefit options are the following:

<u>Option Category</u>	<u>% Lot Cover Bonus</u>
Park Fund	2.5% maximum
Child Care Area	1.0% (per 1,000 sq. ft. of child care area)
Art Exhibit Area or Contribution	1.0% (per 1,000 sq. ft. of exhibit area or per \$15,000 contribution)
Transit Center	10%
Structured Parking	10%

The benefit options must be provided in the order presented. There is no priority for the Transit Center or Structured Parking. Either may be selected in order to derive the entire 10% lot coverage benefit.

- a. Park Fund - A contribution of \$5,000 per acre (five-acre minimum) is required. Payments may be phased over a five-year period with a 10% surcharge on all phased payments. Minimum payment shall not be less than 1/5 of the total contribution plus 10% of the payment amount required to derive the lot coverage benefit and must be paid prior to applying for building permits. Proof of payment will be furnished at the time of submitting building permits. Funds will be administered by the Natural Resources and Parks Division and must be spent within the Sea Tac Area Update planning area.
- b. Child Care - 1,000 square feet of child care facilities (as defined by the King County Code) shall be reserved for each 1% increase in lot coverage granted. Each facility shall be open to the general public with operational standards in conformance with the State Department of Social and Health Services requirements. Each facility must reserve 20% of available space for low income families (defined as families at or below 80% of the median income for unincorporated King County). A cooperatively managed child care facility established and run by employees is allowed. The developer shall enter into a minimum three (3) year lease agreement with the child care facility operator prior to submitting a building permit. Proof of such agreements or proof of allowance for employee run facility must be submitted at the time of applying for building permits. The operation of the child care facilities shall not incur a lease cost during the agreed upon lease period. The child care facility may be located off-site provided it is within the Highline Community Plan area boundary.
- c. Art Exhibit Area - 1,000 square feet of art exhibit area (indoor or outdoor) shall be dedicated or a \$15,000 contribution to the King County Art Development Fund must be made for each 1% increase in lot coverage granted. A minimum of 2,000 square feet for exhibiting art or \$30,000 contribution must be granted in order to use this option. The art exhibit areas must be established in building and site plans or proof of contribution to the fund must be furnished at the time of submitting building permit applications. Contributions to the fund must be spent within the Sea Tac Area Update planning area.

- d. Transit Center - 40,000 square feet of land shall be donated for use as a transit center for 10% additional lot coverage. Land donated shall be transferred to and accepted (must be an acceptable site to the transit operator) by the local agency who is responsible to develop the transit center site. Proof of an acceptable site must be furnished at the time of submitting building permit applications.
  - e. Structured Parking - A parking structure with a minimum of 275 stalls shall be provided and the location identified on the site plan in order to receive an additional 10% lot coverage.
7. The required landscaping shall be set around the building and the perimeter of the development in order to increase the attractiveness and soften the visual impact of the business park to users of the development.
8. A landscaping plan shall be submitted at the time of site plan review.
- The amount of landscaping provided should include a minimum of:
- a. Type III, 10' wide landscaping between all development in the business park;
  - b. Type III, 15' wide landscaping when adjacent to all arterial and local access streets;
  - c. Type III plantings, 8' wide, should be provided around the base of buildings;
  - d. a performance bond or other appropriate security will be required to ensure landscaping will be installed and maintained for three (3) years, according to the approved plan and specifications; and
  - e. modifications may be allowed provided the applicant demonstrates a plan superior to the standards cited above.
9. Pedestrian and bicycle pathways shall be integral features in business park developments. These pathways shall be designed to tie together different business park developments, in order to achieve a pathway system that services the entire business park area. These pedestrian and bicycle pathways shall be separate from the internal roadway system. Where possible, the pedestrian and bicycle pathways shall connect to off-site systems.
10. All business signs shall be an integral part and architecturally similar to the architectural design of the business park, and shall be reviewed in the site plan. Billboard and portable signs are not allowed in the business park development.
11. Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion and potentially hazardous turning movements. An internal circulation plan shall be developed to assure smooth pedestrian and vehicular traffic flow in and between developments. The access and internal circulation must be acceptable and approved by King County's Department of Public Works.
12. Parking locations shall be inside buildings or screened from the street by landscaping and berms. Berms should be Type III landscaping with a minimum width of fifteen (15) feet.

13. Landscaping for parking lots:

Type IV (KCC 21.51.040) landscaping shall be provided within all surface (open air) parking lots as follows:

- a. at least five percent of the parking area, excluding any other required landscaping, shall be used for landscaping when said areas exceed thirty parking stalls;
  - b. at least one tree for every four parking stalls shall be provided, to be reasonably distributed throughout the parking lot;
  - c. no parking stall shall be more than fifty feet from some landscaping;
  - d. permanent curbs and/or structural barriers shall be provided to protect the plantings from vehicle overhang.
14. To encourage transit use, business park developments should be designed in such a manner that allows safe and convenient pedestrian access to streets served or potentially served by transit.
15. In order to reduce the use of single occupancy vehicles a Transportation System Management (TSM) program shall be established. A \$5,000 per acre contribution shall be required and will be held in escrow. Lease agreements between developer and tenant shall include yearly allotments for a transportation coordinator salary and transit and ride-share subsidies. The lease agreement shall be signed prior to the submission of building permits. Proof of such an agreement shall be furnished at the time of building permit application. The remainder of the contribution shall be used for the following other TSM programs:
- a. Commuter Information Center
  - b. Provisions for:
    1. Parking pads
    2. Shelter footings
    3. Bus pullouts
    4. Promote parking for High Occupancy Vehicle (HOV) use
16. A Solid Waste Management Program to reduce solid waste generation and to recycle waste that is generated shall be established prior to development. During site plan review, the program shall be reviewed by the Solid Waste Division for its consistency with current County policies and other regulatory requirements. The County, if requested, will provide technical assistance to the applicant in developing such a program. At a minimum this program shall include:
- a. An in-house recycling program.
  - b. An on-site collection program for recyclables.
17. Additional development conditions may be imposed as mitigating measures on business park developments as part of the site plan review and/or rezone process.

## **OFFICE DEVELOPMENT IN SEA TAC**

Planning staff and the Citizen Advisory Committee (CAC) determined two areas within the Sea Tac Area Update were no longer appropriate for single family development. This recommendation was based on the Noise Remedy Program by the Port of Seattle, and the extension of SR-509 south of the airport.

Within the Riverton area, the Port of Seattle (POS) has designated an area east of 24th Avenue South and south of South 148th Street for acquisition under the POS Noise Remedy Program. The single family homes in this area are so noise-impacted by airport operations that the POS will be acquiring these homes sometime in late 1989. The CAC and planning staff determined that this area was no longer appropriate for residential uses. Appropriate kinds of uses would be those which are not sensitive to noise, and are compatible with the adjacent residential neighborhoods, such as office uses.

For the North Hill area, the properties east of Eighth Avenue South and north of South 192nd Street will be adversely impacted by the proposed extension of SR-509. The topography of the site is oriented toward the freeway extension and less so toward the North Hill residential area. This update recommends the area east of Eighth Avenue South and north of South 193rd Street (if extended) be designated for office uses. The North Hill community has expressed concerns over the size buildings would be and the amount of traffic office uses would produce. (See Land Use Map.)

### **ST-C112 OFFICE PARK DEVELOPMENT IN THE SEA TAC AREA SHOULD BE DESIGNED AND SCALED IN A WAY THAT IS COMPATIBLE WITH SURROUNDING SINGLE FAMILY NEIGHBORHOODS.**

Because these two areas are situated near established residential neighborhoods, it is important that future non-residential uses be compatible with the residential areas. Landscaping, height limitations on new development, carefully designed exterior lighting and building color are some of the ways compatibility can be achieved. Therefore, the office park concept and the permitted uses are intended to be less intensive than the office uses found in the business park area.

The current King County Zoning Code does not have an office park zone. For the purpose of this update, the maximum density multiple dwelling restricted service zone with development conditions (RM 900-P) is used to implement the office park in the Sea Tac Area Zoning. As revisions are made to the Zoning Code, development of an office park zone should be pursued.

The following office conditions have been developed to ensure that the development occurs in such way that it will enhance and reinforce the residential neighborhoods.

### **OFFICE PARK DEVELOPMENT CONDITIONS**

Office park developments must comply with this chapter's relevant office development policies and applicable transportation and natural resource policies. In addition, the following conditions provide the framework for all Sea Tac office parks and are included as zoning P-suffix requirements in the Area Zoning. Other conditions may be added based on each development's individual character and circumstances. For all development conditions placed on a particular office park, please see the Sea Tac Zoning document.

1. Whenever two or more individuals combine their properties in one office park development, one spokesperson shall be selected to represent the owners and suc-

cessors during the process of obtaining King County's approval for the site's development or while developing the property after any approval.

2. Office parks should be developed in phases in order to ensure that development occurs with the required improvements. Types of improvements may include: road improvements, sewers, utilities, drainage systems, etc. An estimated time period for completion of all phases shall be provided by the developer or developer's representative when King County first reviews the entire proposal. Initiation of new phases will be prohibited until conditions imposed on previous phases have been met or assured. Any minor deviations from the original building development must be approved by the Manager of BALD.
3. The following uses shall be allowed in office park developments:
  - business and professional offices;
  - corporate headquarters and research facilities;
  - employee parking;
  - consumer service establishments catering to employees of office park developments, provided:
    - a. there shall be no entrances directly from the street or parking lot to such establishments, and
    - b. no sign from such establishment shall be visible from the outside of any building
  - signs for the purpose of identifying on-site uses, subject to Condition No. 6.

This recognizes that there may be a need for a restaurant for the employees of the office park. It is intended that a restaurant be properly scaled to serve only the needs of the office park. It is not to be a facility which would serve a wider clientele as its sole purpose is to reduce the traffic impacts to protect the surrounding residential neighborhood.

4. All uses shall be conducted only inside an entirely enclosed building.
5. Pedestrian and bicycle pathways shall be integral features in office park developments. Buildings and structures in an office park development should be linked to pedestrian and bicycle pathways separate from the internal road system. Where possible, the pedestrian and bicycle pathways shall connect to off-site systems.
6. Signs that face residential areas may be illuminated by lights which are focused solely on the site. No part of a sign(s) can be electrified and it shall not be a source of light. All signs shall be an integral part of the architectural design of the park and shall be reviewed in the site plan.
7. Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion, direct traffic away from residential areas, and prevent potentially hazardous turning movements. An internal circulation plan shall be developed to assure smooth pedestrian and vehicular traffic flow between phases within individual developments. The access and internal circulation plan must be acceptable and approved by King County's Public Works Department.
8. Parking locations shall be screened from the street and adjacent residential areas by landscaping and/or earth berms. Whichever one is used should be covered with Type II landscaping, with a minimum width of twenty (20) feet.

9. The total permitted lot coverage (including parking) shall be sixty-five (65) percent. The remaining thirty-five (35) percent will be devoted to open space. Open space shall include all other site landscaping, trail/pathway systems, outdoor recreational areas, plazas, areas containing art, walkways, and arcades.
10. A landscaping plan shall be submitted at the time of site plan review. The amount of landscaping provided should include a minimum of:
  - a. Fifty (50) foot wide Type I landscape "Screen" from the property line along arterial and local access streets.
  - b. Fifteen (15) foot wide Type II landscape "Visual Buffer" from the property line in areas located adjacent to RS or RM designations.
  - c. Ten (10) foot wide Type II landscape "Visual Buffer" from the property line in areas adjacent to nonresidential designations.
  - d. Type IV (KCC 21.51.040) landscaping shall be provided within all surface (open air) parking lots as follows:
    - at least five percent of the parking area, excluding any other required landscaping, shall be used for landscaping when said areas exceed thirty parking stalls;
    - at least one tree for every four parking stalls shall be provided, to be reasonably distributed throughout the parking lot;
    - no parking stall shall be more than fifty feet from some landscaping.
    - permanent curbs and/or structural barriers shall be provided to protect the plantings from vehicle overhang.

An inventory of the site's vegetation shall be conducted by a qualified forester or botanist as a condition of the site plan. The proponent shall retain significant trees defined as coniferous trees which are ten inches in diameter at four feet above ground located within the designated perimeter buffer areas. The proponent shall be allowed to remove significant trees where earth berming is necessary to provide screening of parking areas. Excluding the area for the building(s) envelope, no significant trees shall be removed without the approval of the Building and Land Development Division. Any diseased or hazardous trees identified by the qualified forester or botanist can be removed.

11. To encourage mass transit use, office park developments should be designed in such a manner that allows safe and convenient pedestrian access to streets served or potentially served by transit.
12. The proponent shall provide light standards within the office park that shield the light source from the view of surrounding and/or abutting residential areas.
13. Additional P-suffix conditions may be imposed as mitigating measures on office park developments during the site plan review or rezone process.

## V. TRANSPORTATION

### Introduction

Transportation issues are a major component in the Sea Tac Area Update. The update planning area is a major trip attractor and producer and it serves as a commuter through-route. The Sea Tac Airport alone attracts approximately 65,000 commercial and passenger trips daily. Area residents and commuters create major patterns of northbound trips toward Seattle in the morning peak and southbound trips in the afternoon peak.

The goal of the transportation element is "to develop an improved and balanced transportation system that enhances economic development while protecting the existing residential neighborhoods." To achieve the goal, the Sea Tac Area Update Citizens Advisory Committee (CAC) established a list of objectives which were used in the formulation of policies. The objectives follow:

- Ensure that projects can be built in a reasonable time frame;
- Minimize adverse impacts:
  - disruption in area
  - environment
  - existing facilities
  - surface water management;
- Meet capacity needs projected to 20 years after completion when feasible;
- Emphasize network continuity;
- Create a direct connection between south access, I-5 and SR-509;
- Maximize potential for economic development through improvements to transportation system;
- Maximize safety;
- Develop affordable and cost effective plans;
- Include a methodology to achieve funding;
- Incorporate aesthetic design concepts;
- Coordinate transportation facilities with transit;
- Phase projects according to need and available funds;
- Encourage economic growth only as transportation capacity grows;
- Coordinate with all involved transportation departments from other jurisdictions;
- Maintain east/west traffic flow during SR-509 construction;
- Maximize safety for pedestrians/school children;
- Improve traffic access to the airport from the south;
- Obtain community support for any major project;
- Ensure the Port's buy-out schedule does not negatively affect the time frame of a recommendation for improved south access or SR-509 extension;
- Maintain or improve existing traffic accessibility.

People living and working in the Sea Tac Update area have contributed to identifying and understanding the transportation problems of their community. Their help in establishing a transportation goal and objectives, and formulating transportation policies has been instrumental to the update's transportation element.

While this study examined and considered transportation problems throughout this study area, participants focused much of their attention on three major projects: 1) the proposed extension of SR-509 from its current terminus at South 188th Street to I-5; 2) the

Port of Seattle's proposed south access project; and 3) the proposed Road Improvement District (RID) along 28th/26th Avenue South.

The following policies, developed during the planning study, are expected to help achieve the stated transportation goal. Many of the policies were stated earlier in the Highline Community Plan or the Sea Tac Communities Plan. Several were developed to meet the specific needs of the study area. The policies are divided into four sections: Streets and Highways; Pedestrian and Bicycles; Transit; and Traffic Operations/Other.

## **STREETS AND HIGHWAYS**

### **ST-T1 SOLUTIONS TO SOUTH SEA TAC AREA PROBLEMS SHOULD MINIMIZE THE GROWTH IN TRAFFIC VOLUMES ON SOUTH 188TH STREET AND SOUTH 200TH STREET BETWEEN SR-99 AND I-5.**

Currently, South 188th Street and South 200th Street are the two major east/west arterials carrying traffic between SR-99 and I-5 in the south end of the study area. Increased traffic is considered undesirable by area residents mainly because many residential and institutional uses front on these arterials.

The SR-509 Extension Alternatives Study provided a major traffic analysis south of Sea Tac Airport. The study was prepared by the Department of Public Works for WSDOT. The study indicated which SR-509 alignments increase traffic to the South 188th/South 200th Street corridors and which ones serve to reduce traffic on those arterials.

While the Public Works study recommended one specific alignment for extension of SR-509, WSDOT will ultimately select an extension alternative based on an environmental impact study. Since King County may play a role in the upcoming State environmental work, this plan will not endorse the Public Works recommendation.

(The Public Works recommendation is summarized in Appendix F. The SR-509 Extension Alternatives Study is available through the Department of Public Works, Roads Division, Transportation Planning Section.)

### **ST-T2 PROTECT EXISTING NEIGHBORHOOD STREETS FROM LARGE INFLUXES OF NON-LOCAL TRAFFIC.**

When the arterial road system becomes congested, it is not uncommon for traffic to spill over into the residential neighborhoods. This creates real and perceived safety issues for pedestrians and bicyclists and erodes the character of the neighborhood. An effort should be made to create desirable routes between trip producers and attractors which do not pass through residential neighborhoods.

The SR-509 extension, south access and the RID projects complete an arterial and freeway system which reduces the benefits of shortcut trips through most neighborhoods. However, some neighborhoods, depending on which SR-509 extension alternative is selected, will experience increased traffic impacts. The State's environmental impact statement for the project needs to identify and mitigate these new impacts.

### **ST-T3 COORDINATE PLANNING AND WORK PROGRAMS BETWEEN JURISDICTIONS AND THE PRIVATE SECTOR TO DEVELOP AN INTEGRATED TRANSPORTATION NETWORK, INCLUDING A SR-509 EXTENSION TO I-5, A SOUTH ACCESS FROM SEA TAC INTERNATIONAL AIRPORT, A BUSINESS PARK ACCESS ROAD (RID), THE FIRST AVENUE SOUTH BRIDGE AND TRANSIT.**



Many jurisdictions and private development concerns are involved in the transportation planning in and around the Sea Tac Update planning area (i.e., King County, WSDOT, Port of Seattle, Puget Sound Council of Governments (PSCOG), Des Moines, Normandy Park, Tukwila, Kent, developers of the proposed business facilities, and the Gateway Committee). It is extremely important that each entity coordinate and communicate their planning efforts. King County worked closely with Port and State transportation staffs to develop an integrated transportation network. PSCOG provided much of the data used for transportation modeling for the update. PSCOG also prepared the Green River Valley Transportation Action Plan which addressed future cross valley connections to I-5 and the Sea Tac planning area. Local jurisdictions provided transportation and planning information from their communities and made presentations at community meetings. Business community members have worked with the County, the Port, and WSDOT for pedestrian improvements along SR-99 and to create a Road Improvement District (RID) for access to the proposed business facilities.

**ST-T4    ENCOURAGE FINAL DETERMINATIONS ON THE SR-509 CONNECTION TO I-5  
AND MAJOR IMPROVEMENTS TO THE FIRST AVENUE SOUTH BRIDGE  
CORRIDOR.**

This policy stresses action to determine a final plan for the SR-509 corridor between the First Avenue South Bridge and I-5. Extension of SR-509 to I-5 and improvement of the First Avenue South Bridge are key elements in completion of the SR-509 corridor.

As part of the update, King County staff prepared the SR-509 Extension Alternative Study and recommended to WSDOT a plan for the extension of the freeway. A summary of the recommended alternative is stated in the Transportation Projects section of this chapter (Labeled SR-509 Extension.)

The State and King County are in agreement that the SR-509 extension would be most beneficial after improvements are made to the First Avenue South Bridge. WSDOT has proposed a second bridge parallel to the existing bridge and for improvements between the bridge and Seattle, but the project is not funded. The First Avenue South Bridge Funding Options Task Force was organized to identify possible funding for this project. The task force is examining options including the use of tolls or creating a road improvement district (RID) or local improvement district (LID) to pay for the facility. (See discussion on 28th/26th Avenue South RID in the Transportation Projects section of this chapter for information on RID's).

**ST-T5    ACCESS TO FRONTAGE PROPERTIES ALONG MAJOR ARTERIALS SHOULD BE  
CONSOLIDATED.**

The consolidation of access points along major arterials would help reduce points of potential conflict in traffic movement and increase traffic safety for all modes of transportation. This is especially true on SR-99 where traffic now enters the roadway from numerous access points. As arterials develop, especially in the case of the Road Improvement District (RID) along the 28th/26th Avenues South corridor, provisions for access landscaping and other amenities shall be secured with a "P" suffix development conditions attached to the zoning. (Refer to Business Park Development and Area Transportation Problems and Solutions - Areawide "P" Suffix Conditions sections of the Area Zoning.)

**ST-T6    WORK WITH WASHINGTON STATE DEPARTMENT OF TRANSPORTATION TO  
IMPROVE WESTBOUND ACCESS ONTO SR-518 FROM AREAS NORTH OF THE  
AIRPORT.**

The purpose of this policy was to seek improved accessibility to SR-518 in order to reduce increasing traffic using the neighborhood circulation system in areas north of the airport. Currently, trucks bound for SR-509 often travel along residential streets because SR-518 westbound access is poor. Improvements to address this policy would provide westbound access to SR-518 convenient to 24th Avenue South thereby reducing the need to travel through neighborhoods.

King County has requested that WSDOT reconstruct the SR-518 on-ramp now serving only westbound traffic on South 154th Street to provide access for both east and westbound traffic. This project is not currently funded in this WSDOT biennium or listed in their 6-year Capital Improvement Program (CIP). However, state staff who have participated in the Sea Tac Area Update indicate that it is a good project and it may be funded in the next biennium (1991/1993). When completed, the County should utilize the provisions of ST-T15 and work to identify 24th Avenue South/South 154th Street as a signed truck route. The benefit of this proposed truck route is that truck traffic is carried on a route which can access all major destinations while eliminating truck traffic in residential neighborhoods, on Des Moines Memorial Drive, and the North Sea Tac Park along 24th Avenue South/South 128th Street. The process of the creation of truck routes should be established in a program by King County Public Works. In the meantime, trucking companies should be asked to limit truck traffic to arterial roadways with preference to 24th Avenue South and South 154th Street where possible.

## **TRANSIT**

### **ST-T7 IMPROVE SEA TAC AREA TRANSIT SERVICE, ESPECIALLY IN EAST AND WEST DIRECTIONS.**

Area residents and business people support improved transit in the Sea Tac Update area. Currently, Metro bus service is predominately north and south servicing commuter parking lots between Seattle and Federal Way. Only one east and west route is offered in the study area which provides service between Burien and Bellevue.

This policy encourages Metro to study service improvements between the update area and activity centers in Burien, Tukwila, and Kent. As development occurs at Sea Tac Airport and the commercial areas south and west of the airport, opportunities for transit ridership will grow as well as the need for east/west transit routes.

### **ST-T8 PROVIDE GOOD TRANSIT CONNECTIONS BETWEEN MAJOR EMPLOYMENT AND COMMERCIAL CENTERS.**

Currently the emphasis of Metro Transit is on peak hour commuter traffic between the Sea Tac area and downtown Seattle. This service is convenient for Seattle commuter trips but it does not provide effective service to local work and commercial areas. King County will work with Metro to improve transit opportunities, especially as new employment and business facilities develop.

### **ST-T9 ENCOURAGE THE DEVELOPMENT AND USE OF HIGHER OCCUPANCY TRAVEL MODES (LIGHT RAIL, BUS, CARPOOL ETC.) OVER SINGLE OCCUPANT VEHICLES BY INCREASING COORDINATION EFFORTS BETWEEN METRO, PUBLIC AGENCIES AND THE PRIVATE SECTOR.**

King County staff has met with Metro Transit on several occasions throughout the plan update, to discuss transportation service in the area. Metro has provided information on

existing and projected bus services and was involved in discussions on future light rail in the study area. Metro reinforced the idea that it would like to review proposed development plans in the area so it could have input which would provide for better public transit service.

Business park developers have expressed interest in provision of transit facilities which would help provide better project access and reduce traffic and parking congestion. They continue to work with Metro for improved bus service and possible rail service and have examined the potential for private rail-type systems and park and ride van/bus facilities.

**ST-T10 THE PORT OF SEATTLE SHOULD WORK WITH METRO TO PROVIDE CONVENIENT TRANSIT STOP LOCATION(S) AND SHOULD INCLUDE A LOCATION FOR ACCESS FOR FUTURE HIGH CAPACITY TRANSIT AT SEA TAC AIRPORT.**

Currently, the Port of Seattle designates one transit stop within Sea Tac Airport. The transit stop is located on the south end of the lower terminal drive. The Port had considered relocating the transit stop farther from the terminal buildings but has agreed to leave the bus stop at its existing location. The Port should work the Municipality of Metropolitan Seattle (Metro) to provide a public transit stop which will give users the most convenient services possible to reduce the number of single occupancy vehicle trips.

The Port should also work with Metro and WSDOT in identifying and preserving right-of-way and station locations for future high capacity transit. These locations should be sited adjacent to the terminal and within walking distance of the major airlines.

#### **PEDESTRIAN AND BICYCLE**

**ST-T11 IMPROVE BICYCLE ACCESS AND SAFETY THROUGHOUT THE SEA TAC AREA AND PROVIDE NEW BICYCLE FACILITIES WHEN NEW ROADS ARE CONSTRUCTED OR EXISTING ROADS IMPROVED.**

The Sea Tac community supports development of a safe and efficient bicycle network. The desired system should link centers of employment, education, commerce, recreation and government.

Cyclists are classified in two ways. The first is the recreational cyclist, second is the utility cyclist who uses a bicycle in place of a car or bus for non-recreational trips. Each type can be further identified by age as adults or children. An adult utility trip includes riding to work, to shopping opportunities or to a recreational location. A child's utility trip includes riding to school, to a friend's home or to a place of recreation. Recreation trips in both age groups normally include trips where riding the bike is the trip's purpose.

Policy #H-23 in the 1977 Highline Community Plan states that community members desire low-cost bicycle facilities on existing secondary and collector arterial rights-of-way and on utility rights-of-way. They felt this practice was less expensive than acquiring new rights-of-way along major roads which have high traffic volumes and speeds. The plan update recognizes this approach as feasible for meeting the needs of neighborhood bicycle travel, especially for children. County policy, described in the King County Comprehensive Plan and the King County Road Standards, supports addressing the utility cyclist's need for a safe and direct facility on arterial and heavily traveled roads.

Standards for bicycle facilities as part of roadway improvements or new construction are described in the King County Road Standards. Special emphasis should be given to con-

necting bicycle facilities in the study area, including proposed facilities along North Sea Tac Park, Des Moines Memorial Drive, the business park area along 28th/26th Avenues South and the SR-99/Bow Lake area.

**ST-T12 IMPROVE PEDESTRIAN ACCESS AND SAFETY THROUGHOUT THE SEA TAC AREA, AND PROVIDE NEW PEDESTRIAN FACILITIES WHEN NEW ROADS ARE CONSTRUCTED OR EXISTING ROADS IMPROVED.**

The Sea Tac community has expressed strong support for development of a safe and efficient pedestrian network. The community wants a pedestrian system which will allow access between area activity centers and provide access through neighborhoods and to recreation facilities.

Policy # H-24 in the 1977 Highline Community Plan stated that pedestrian facility development should emphasize the use of street and utility rights-of-way. During preparation of the plan update some community members supported the development of pedestrian facilities on secondary street rights-of-way because they are less expensive to build and are safer. This update policy encourages the development of a network of pedestrian facilities along arterial streets.

The 1977 Highline Community Plan also stated in policy #H-26 that there should be an emphasis on the development of hard surface pathways rather than sidewalks. In the update, the Citizens Advisory Committee and other members of the community supported the emphasis of development of sidewalks along major traffic routes to provide for pedestrian safety while hard surface pathways could be constructed in other areas.

The 1987 King County Road Standards describes the pedestrian facilities which should be provided with each type of new road. In cases where a large area is master planned, such as the proposed business park, the plan should describe how the pedestrian circulation system within the project connects to pedestrian facilities off site.

**TRAFFIC OPERATIONS/OTHER**

**ST-T13 INTEGRATE BICYCLE, PEDESTRIAN, TRANSIT AND STREET SYSTEMS TO EMPHASIZE EASY TRANSFER BETWEEN DIFFERENT MODES OF TRANSPORTATION.**

Integrating existing and proposed transportation facilities will create a balanced transportation network. This can lead to reduced travel time and auto dependency. Examples include a system of pedestrian pathways along SR-99, and through the proposed business park, which will allow people to walk to nearby destinations. Better transit scheduling can reduce transfer waiting times. Park and ride and transit flyer lots can reduce the number and length of auto trips. The provision of adequate bicycle racks and lockers at transit stations and park and ride facilities can add flexibility and balance to the network.

**ST-T14 ENCOURAGE CONSTRUCTION OF NEW HIGHWAY FACILITIES ONLY WHEN NON-CONSTRUCTION ALTERNATIVES FAIL TO PROVIDE ADEQUATE LEVELS-OF-SERVICE.**

**ST-T15 EMPHASIZE OPERATIONAL PROJECTS TO IMPROVE CIRCULATION AND MAXIMIZE THE EFFICIENCY OF THE EXISTING SYSTEM.**

The existing transportation system should be efficiently used before new highway facilities are built. Many techniques can be employed to more efficiently use the existing system.

The addition of high occupancy vehicle (HOV) facilities, traffic signals, turning lanes and increased transit use are just a few ways to improve roadway levels of service.

Programmatic approaches to solving the congestion problem may also help reduce the need for capital intensive projects. For example, Metro and the Puget Sound Council of Governments have published The Model Transportation System Management (TSM) Ordinance for Local Jurisdictions. The Metro Council and the King Subregional Council have adopted the model TSM ordinance and King County is scheduled to work on a TSM ordinance in 1989. Techniques to improve traffic congestion without major capital expenditures are available and should be emphasized where appropriate.

**ST-T16 IDENTIFY, SIGN AND ENFORCE TRUCK ROUTES WHICH CAN EFFICIENTLY CARRY COMMERCIAL AND TRUCK TRAFFIC ON ARTERIALS AND HIGHWAYS TO MINIMIZE THE IMPACT ON RESIDENTIAL NEIGHBORHOODS.**

One major transportation issue of the plan update is truck traffic in residential neighborhoods, especially north of Sea Tac Airport. King County's preference on truck traffic is to move the trucks to the freeways and primary arterials on the arterial system by the shortest, most convenient route available. The County does not generally sign truck routes or restrict through truck traffic in neighborhoods, but does consider special cases where local residents are unusually impacted by truck traffic. There are currently no signed routes in the study area to direct trucks to and from their bases and the local freeways and principal arterials. Drivers now select a variety of routes, often through neighborhoods, to complete their trips. (See Appendix G for residential streets with restrictions on truck traffic as per King County Ordinance No. 8899 adopted April, 1989.)

It is the intent of this policy that neighborhood groups work with King County to determine if their area is unusually affected by high volumes of truck traffic. If the County determines a neighborhood is unduly impacted, the County may propose truck routes and seek adoption of routes through a public process. It is also the intent of this policy that the King County Department of Public Works be responsible for signing and maintaining designated truck routes.

**ST-T17 CONTINUE TO WORK FOR THE COMPLETION OF PROJECTS ON DES MOINES MEMORIAL DRIVE RECOMMENDED BY THE DES MOINES MEMORIAL DRIVE COMMITTEE.**

In the late 1970s, the Des Moines Memorial Drive Committee was formed to develop a plan for improvements along Des Moines Memorial Drive. Some of the improvements included a name change from Des Moines Way to Des Moines Memorial Drive and the replanting of trees. Some of the recommendations from this study have been implemented, others have not. This policy encourages completing work which was originally approved by King County including preservation and, where necessary, replacement of memorial elm trees, improved landscaping treatment, historic designation, and development of better pedestrian and bicycle facilities.

**ST-T18 CONTINUE THE COORDINATION OF ALL MAJOR AIRPORT TERMINAL CURB USERS (VEHICLES PICKING UP AND DROPPING OFF PASSENGERS) WITH PRIMARY EMPHASIS ON THE REDUCTION OF CONGESTION.**

Although the airport terminal drives are not included in the County's road network, community members stressed the importance of efficient traffic operations within the airport. The update recommends the Port examine its internal airport circulation patterns and

attempt to improve curb access at the terminal for buses, hotel/parking lot vans, taxicabs and autos.

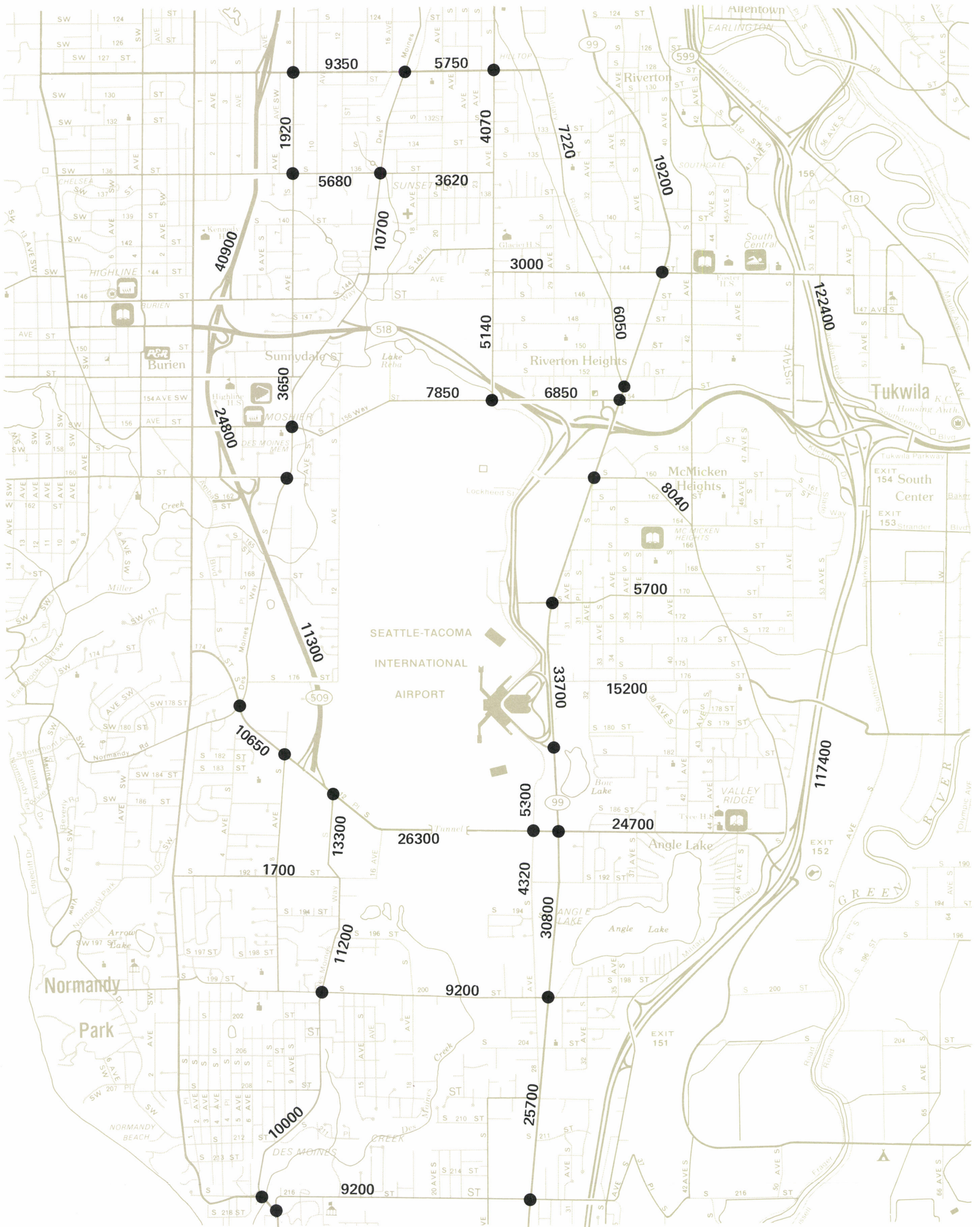
## EXISTING CONDITIONS

The Sea Tac Update study area street network consists of several road types. The Washington State Department of Transportation (WSDOT) maintains several major freeways and arterials including I-5, SR-518, SR-509, SR-99 and SR-516. King County maintains the remainder of the road network including major arterials such as South 188th Street, South 200th Street, South 216th Street and 24th Avenue South, plus many collector and local access roads. (See Existing Daily Traffic map.)

A description of selected area roadways follows.

- I-5 is the primary north/south freeway serving western Washington. The freeway carries interstate traffic as well as regional traffic and a large amount of local peak oriented commuter traffic. The facility provides four lanes in each direction of fully grade separated, access controlled freeway. Grade separated means that access is limited to spaced interchanges. Frontage properties along a grade separated roadway have no direct access to that roadway. I-5 traffic volumes range from 120,000 to nearly 140,000 average daily trips (ADT) through the study area. Interchanges are located at SR-518, South 188th Street, South 200th Street split with Military Road and SR-516. The freeway has a three to four percent slope between South 188th Street and SR-518.
- SR-518 is a primary east/west freeway which runs between Burien and Tukwila. East of I-5, SR-518 becomes SR-405 continuing to Bellevue. SR-518 has two lanes in each direction with an ADT of 70,000 at the Airport Freeway. Full or partial interchanges are located at SR-509, Des Moines Way South, South 154th Street, the Airport Freeway, SR-99 and I-5.
- SR-509 is a primary north/south freeway serving a high volume of regional and commuter traffic between Seattle, Sea Tac Airport and the communities to the south and west of Sea Tac Airport. The facility is a four- to five-lane, fully grade separated, access controlled freeway running between the First Avenue South Bridge and South 188th Street, where the limited access freeway ends. Existing ADT volume near the terminus of SR-509 at South 188th Street is 24,000.  
  
South of South 188th Street, SR-509 is a meandering route linked together by such roads as Des Moines Memorial Drive South, Ambaum Boulevard South, South 174th Street, First Avenue South, and Marine View Drive through the City of Des Moines. ADT volumes on this stretch of SR-509 range from 10,000 to 20,000.
- SR-99 is a five-lane arterial running north/south through the core of the study area. Development along SR-99 includes considerable commercial businesses oriented toward highway traffic. Traffic volumes range from 25,000 to 35,000 ADT and signals are provided at major intersections.
- SR-516 is a primary east/west highway through Des Moines and into Kent. Volumes range broadly from 10,000 ADT within Des Moines to more than 30,000 ADT near I-5. The SR-516 alignment has curves and differing grades along most of its length between Kent and downtown Des Moines.





**EXISTING DAILY TRAFFIC  
1985-1986 AVERAGE DAILY  
TRIPS (ADT)**

- Signalized Intersections
- 12345 Average Daily Traffic Volumes



**SeaTac**  
Area Update



1/2 0 1/2 1 Mile



King County Planning and  
Community Development Division  
1987





- ° South 128th Street is a four-lane arterial forming the northern boundary of the study area. South 128th Street has interchange access at SR-509 to the west and ends just east of Military Road. ADT volumes on South 128th range between 5,000 to 10,000.
- ° South 188th Street is the primary east/west route in the area and extends from I-5 to SR-509. At SR-509, South 188th Street actually becomes Des Moines Memorial Drive, but is commonly called South 188th Street. South 188th Street serves as the main south end link to Sea Tac Airport. Traffic volumes range from 20,000 to 26,000 ADT in four to five lanes. The existing freeway portion of SR-509 ends at South 188th Street. A major Highline School District complex with primary through secondary grades fronts on the corridor east of SR-99. Private residential properties also have direct access to south 188th Street in this area.
- ° South 200th Street links I-5 to SR-509 (First Avenue South) as a two to four-lane County arterial. Traffic volumes range from 6,500 west of Des Moines Memorial Drive to 14,500 ADT east of SR-99. Many single family residences front directly on this route.
- ° South 216th Street is a two-lane arterial which forms the northern boundary of the City of Des Moines. Traffic volumes on South 216th Street run about 8,000 to 9,000 ADT. A steep and curving link to Kent is provided at the east end of South 216th Street near where the street overcrosses but does not connect to I-5.
- ° Des Moines Memorial Drive South is a two-lane arterial extending from north of the study area to South 216th Street in Des Moines. The route carries between 10,000 and 14,000 ADT. Traffic signals are provided at major intersections with stop signs at locations with lower volumes.

## TRANSIT AND RAIL

Transit service in the study area is provided by the Municipality of Metropolitan Seattle (Metro). (See Public Transit, Existing Routes map.)

Currently, the majority of the routes service Park and Ride lots along I-5 between Federal Way and Sea Tac Airport and Seattle. To a lesser degree, the west side of the airport is served between Highline Community College, Burien and Seattle and from Burien to Bellevue.

At this time, there is no major service expansion planned for the Sea Tac Update area. Metro Service Planning is constantly reviewing route service to provide transit where it is needed and warranted. Metro routinely reviews new project plans, such as the proposed business park development along 28th/26th Avenues South in the study area. As ridership grows in the area, Metro attempts to respond to the need.

Metro and PSCOG have prepared studies on area rail service. Metro and PSCOG recommended that rail be in place in a summary report titled Multi-Corridor Project Technical Report - Development of Bus-LRT (Light Rail Transit) - Trunk Feeder Alternatives (December 1985). This report was prepared by the Multi-Corridor Steering Committee which was composed of 14 elected officials and one WSDOT representative.

While the study did not choose specific routes, different alignments were analyzed. Each south corridor alignment considered in the study served Sea Tac airport, but the routes

coming from the Seattle Central Business District (CBD) differed. One potential route used the SR-509 corridor to SR-518 and continued to Sea Tac. To assist that route or other potential SR-509 corridor alignments, the Council passed Motion No. 7134 which requests WSDOT to study the possibility of incorporating rail/HOV facilities in the study and design of the First Avenue South Bridge. All alignments will be considered during the detailed study and environmental review beginning possibly as soon as 1989/90 by PSCOG.

## **PEDESTRIAN PATHS AND BIKEWAYS**

Currently, sidewalks exist along most major arterials, especially where schools are located. In other areas, pedestrians must walk on the roadway edge or shoulder. Normally, bicyclists share the roadway with other vehicles or ride along the road shoulder. (See Bicycle Routes map.)

Sidewalks along SR-99 have been a major issue raised by the Gateway Committee, a group of people with businesses along SR-99 between South 170th Street and South 200th Street who are interested in creating a more positive image for the community and highway. They would like, among other things, pedestrian amenities to allow people to walk between businesses and other facilities and the airport. There currently is discussion between the committee and the State to determine who might provide sidewalks for this area. Update plan policies encourage pedestrian facilities in one area to be connected with those in other areas if possible.

## **TRANSPORTATION PROJECTS**

This section describes recommendations for transportation projects needed to meet the policies of this plan update. The recommendations contain three types of projects. The first are projects which are already on the Capital Improvement Program (CIP). The CIP lists scheduled construction projects and generally identifies a funding source. The second project type was identified from the King County Needs Report which is part of the King County Transportation Plan. These projects are listed on a priority basis, but are not currently funded. The third type are projects recommended as a result of the update. These projects are also included in the needs report, but were placed there as a result of needs identified in the update.

Included in the proposed project list are the three projects mentioned earlier which were the focal point of the transportation issues. Following is a description of each project.

**SR-509 EXTENSION:** WSDOT commissioned King County to examine alternatives for the extension of SR-509 from its current end at South 188th Street to I-5. Seven alternatives were developed and each was reviewed and considered by King County staff, a Technical Advisory Committee and the Citizens Advisory Committee. Following the analysis, the Department of Public Works prepared the SR-509 Extension Alternatives Study. The study shows the relationship of each SR-509 extension alternative with the projected road system, including the proposed RID and south access. A summary of the report recommendations is shown in the plan's appendix.

**28TH/26TH AVENUE SOUTH ROAD IMPROVEMENT DISTRICT (RID):** A business park development has been proposed south of Sea Tac Airport along the 28th/26th Avenues South corridor between South 192nd Street and South 212th Street. Property owners have requested the establishment of a Road Improvement District (RID) to provide an arterial to serve the development. A RID allows property owners who benefit from a new roadway

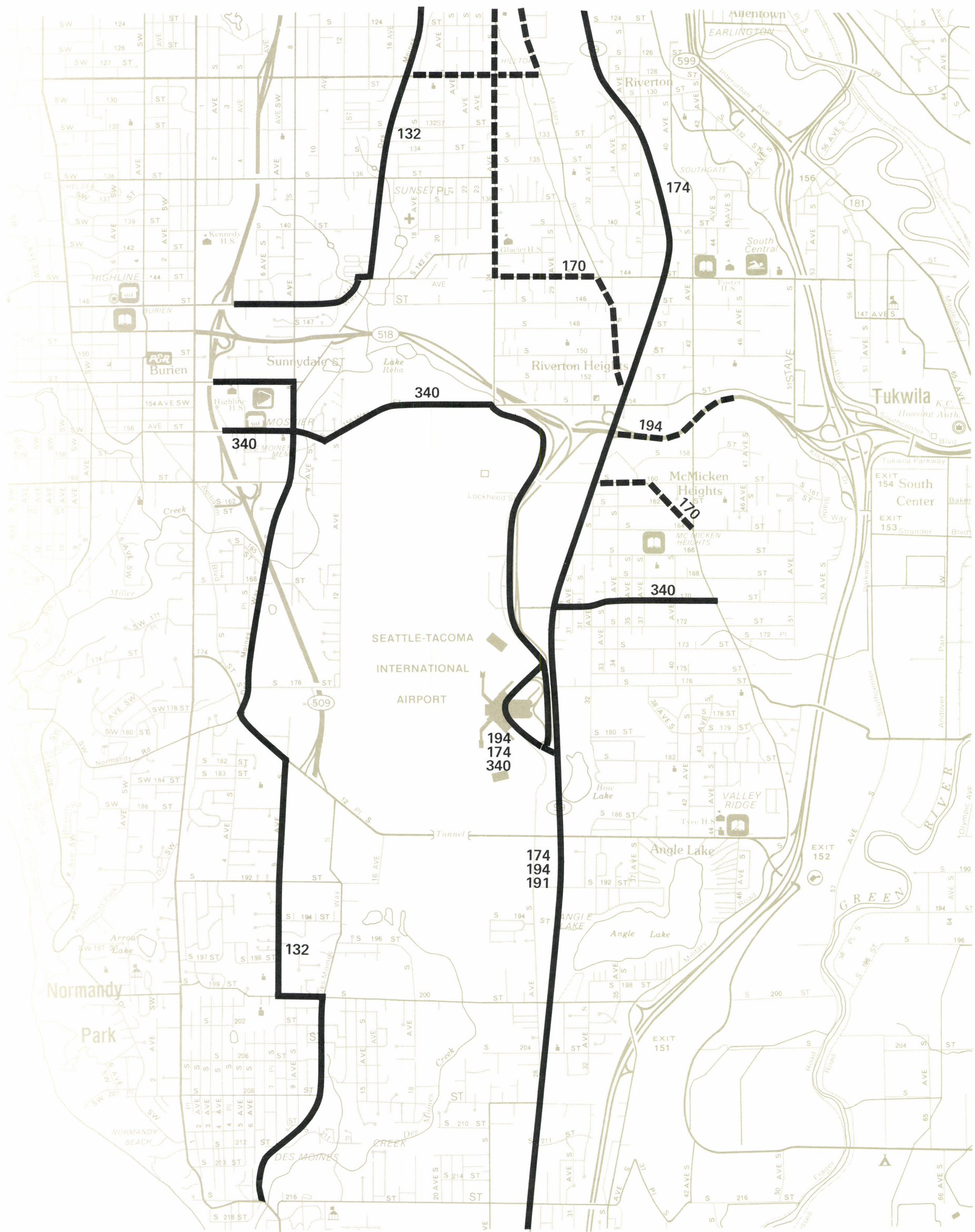
to pay for it through a special assessment over a period of time. This allows development to occur faster than it would under a jurisdiction's construction priority schedule. The existing concept of the proposed RID would result in construction of a five-lane arterial between South 184th Street and South 212th Street with connection to the proposed SR-509 Extension and direct access to the airport.

**SOUTH ACCESS PROJECT:** Because 40 percent of the airport's traffic currently comes from the south, the Port of Seattle proposed a plan to construct a new airport south access road. The proposal would provide a major south airport access at 28th Avenue South with grade separation at South 188th Street, relocate the existing South 180th Street access at SR-99 to South 184th Street at SR-99, construct a second toll plaza from the parking garage and build new southbound exit ramps from the upper terminal area to improve internal airport traffic. The new south access would have a direct access to the proposed SR-509 extension via the business park road improvement district (RID) roadway.

The following list of projects are recommended to meet the roadway needs of the Sea Tac area by year 2000. At this time it is not known if all the projects will be constructed by year 2000. There is a strong possibility that low priority projects will not be constructed by that time.







**PUBLIC TRANSIT, EXISTING  
ROUTES  
(September 1987)**

- Major Routes
- Peak Hour, Limited Service
- 132    Route Numbers



**SeaTac**  
Area Update



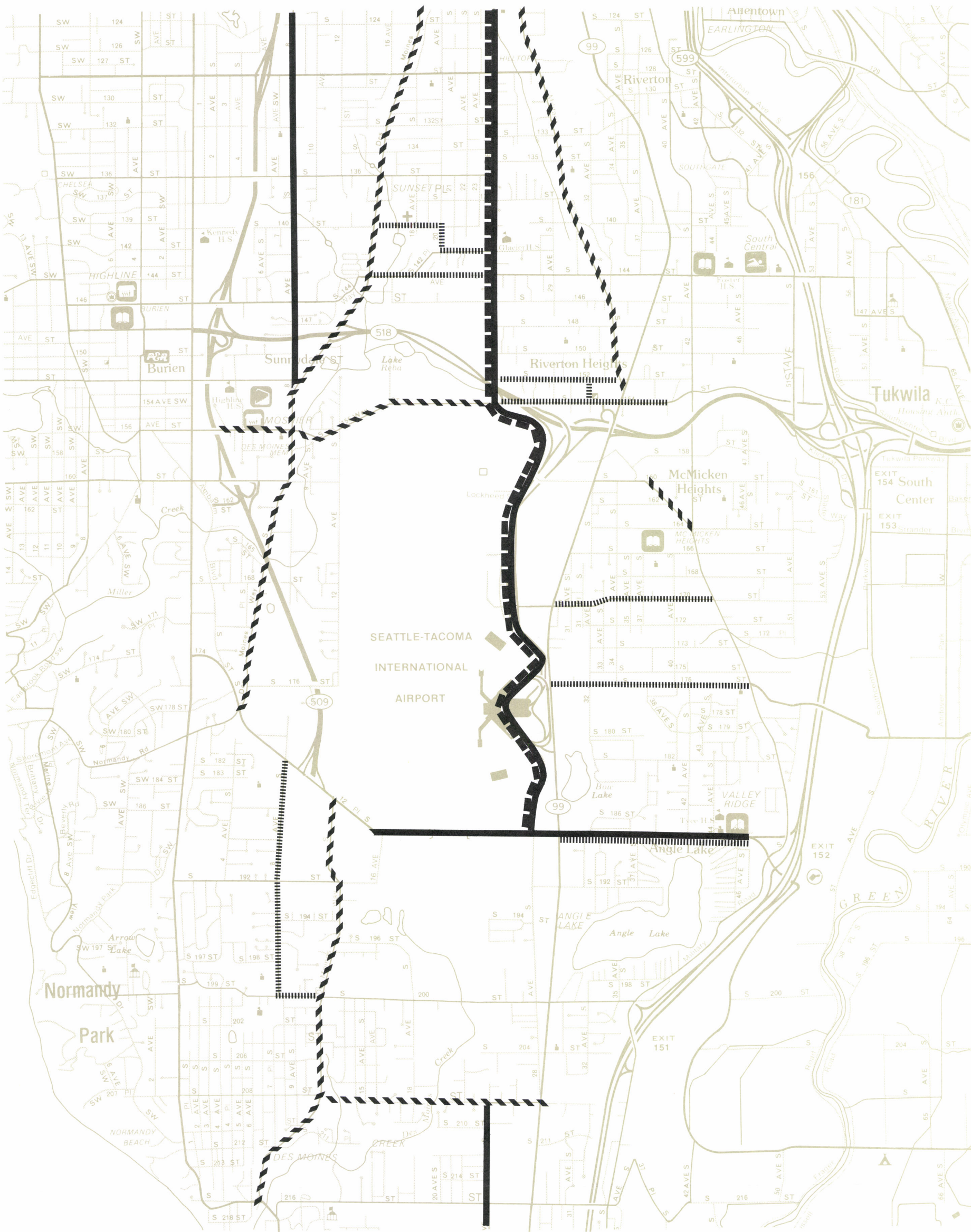
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**BICYCLE ROUTES**

- Existing Signed Routes
- Existing Sea-Tac Access Route
- Class II, from King County 1990 or Highline Community Plan
- Class III, from Highline Community Plan



# Sea-Tac

Area Update





# PLANNED AND PROGRAMMED TRANSPORTATION IMPROVEMENTS

## 1. NEEDED TRANSPORTATION IMPROVEMENTS: STREETS AND HIGHWAYS

(NEW CONSTRUCTION, WIDENING, AND RECONSTRUCTION, INTERSECTION IMPROVEMENTS, PAVE SHOULDERS/CURB/GUTTER/SIDEWALKS)

Project #	Project and Location	KCTP Priority (where available)	Rough Cost Estimate	Agency	Current CIP	Comments
STU-1	18th Ave. S from S 200th St. to S 216th St.	Medium	\$10,600,000	KC	NO	Construct three-lane arterial with curb, gutter and sidewalk.
STU-2	SR-518 Westbound ramp @ S 154th St.	High	\$ 550,000	WSDOT	No	Construct improvements to allow eastbound S 154th St. traffic to access westbound SR-518.
STU-3	South Access	High	\$ 7,000,000	Port	No	Construct new Airport South access to S 184th St.
STU-4	SR-509 Extension from S 188th St.	High	\$69,000,000	WSDOT	No	Extend SR-509 as a limited access freeway to connect with SR-5.
STU-5	28th/26th Ave RID	High	\$27,600,000	Private	No	Construct 5-lane arterial on 28th/26th Ave. between S 184th and S 208th Street
STU-6	S 176th St. (SR-99 to Military Rd.)	High	\$ 3,060,000	KC	Yes	Widen to four lanes, upgrade signal, build curb, gutter and sidewalk.
STU-7	S 146th/144th St. (8th Ave. S to Des Moines Wy)	Medium	\$ 346,000	KC	No	Reconstruct roadway, construct curb, gutter and sidewalk.
STU-8	1st Ave. S (SR-509) (Normandy Rd. to Des M. Wy)	High	\$ 5,290,000	WSDOT	No	Widen to four lanes, pave shoulders.



Project #	Project and Location	KCTP Priority (where available)		Rough Cost Estimate	Agency	Current CIP	Comments
		High	Medium				
STU-9	S 152nd St. (1st Ave. S to Des Moines Wy)	High		\$ 565,000	KC	No	Widen to three lanes, widen curb lanes for bicycles, add curb, gutter and sidewalk.
STU-10	S 154th St. (24th Ave. S to SR-99)	Medium		\$ 616,000	KC	No	Reconstruct roadway, pave shoulders.
STU-11	16th Pl. S/16th Ave. S	Medium		\$ 4,710,000	Des Moines	No	Construct arterial connecting SR516 with S 216th.
STU-12	S 216th St. (at Marine View Dr.)	High		\$ 644,000	Des Moines	No	Redesign intersection of S 216th St. at Marine View Dr. for improved flow.
STU-13	A. Des Moines Way (S 216th St. to S 188th St.)	High		\$ 1,201,000	KC	Yes	Realign curves, pave 8 foot shoulders
	B. Des Moines Way (S 216th St. to S 188th St.)	High		\$ 915,000		No	Turn channelization at selected intersections
STU-14	S 188th St. @ SR-99	High		\$ 121,000	WSDOT	No	Provide left turn lane, turn channels.
STU-15	S 200th St. @ SR-99	High		\$ 213,000	KC	No	Add approach lanes.
STU-16	1st Ave. S (S 146th St. to S 174th St.)	High		\$ 669,972	KC	Yes	Add curb, gutter and sidewalk.
STU-17	1st Ave. S/Myers Way S (6th Ave. S to SW 146 St.)	High		\$ 531,000	KC	No	Add curb, gutter and sidewalk.

Project #	Project and Location	KCTP		Rough Cost Estimate	Agency	Current		Comments
		Priority (where available)	Priority			CIP	CIP	
STU-18	1st Ave. S (SW 174th St. to Normandy Rd.)	High		\$ 129,000	WSDOT KC	No		Add curb, gutter and sidewalk.
STU-19	40th Ave. S (et al) (S 144th St. to S 128th St.)	Low		\$ 404,000	KC	No		Add curb, gutter and sidewalk.
STU-20	Military Rd. (S 188th St. to S 216th St.)	High		\$ 1,331,000	KC	Yes		Pave shoulder, add Intersection channelization
STU-21	Military Rd. (Des Moines Way to SR-99)	High		\$ 1,807,000	KC	Yes		Pave shoulder, add Intersection channelization
STU-22	S 142nd/144th St. (Des Moines Way to 24th Ave. S)	Medium		\$ 144,000	KC	No		Pave shoulders.
STU-23	S 144th St. (Military Rd. to SR-99)	Medium		\$ 61,000	KC	No		Pave shoulders.
STU-24	S 170th St. (SR-99 to 51st Ave. S)	Medium		\$ 337,000	NC	No		Pave shoulders.
STU-25	42nd Ave. S (S 164th St to S 154th St.)	Medium		\$ 127,000	KC	No		Pave shoulders.
STU-26	8th Ave. S (S 188th/DMMW to S 200th St.)	Medium		\$ 337,000	KC	No		Pave shoulders.
STU-27	S. 192nd St. (SR-509 to Des Moines Way)	Low		\$ 308,000	KC	No		Pave shoulders.
STU-28	Military Rd. (SR-516 to S 216th St.)	Medium		\$ 106,000	Kent/ KC	No		Pave shoulders.

Project #	Project and Location	KCTP Priority (where available)	Rough Cost Estimate	Agency	Current CIP	Comments
STU-29	Ambaum Blvd. S (S 160th St to D Moines Wy)	Low	\$ 322,000	KC/ Private	No	Pave shoulders. Curb, gutter and sidewalk on w. side
STU-30	Normandy Rd. (Des Moines Wy to 1st Ave. SW)	Medium	\$ 127,000	KC	No	Pave shoulders.
STU-31	Des Moines Way S (Normandy Rd. to SW 162nd St.)	Medium	\$ 90,000	KC	No	Pave shoulders.
STU-32	16th Pl. S (SR-516 to S 240th St.)	Medium	151,000	Des Moines	No	Pave shoulder.
STU-33	S 188th St. (42nd Ave. S to I-5)	High	162,000	KC	No	Add curb, gutter and sidewalk.
STU-34	42nd Ave. S (S 154th St. to S 144th St.)	Medium	189,000	KC	No	Add curb, gutter and sidewalk.
STU-35	8th Ave. S (128th St. to S 152nd St.)	Medium	1,310,000	KC	No	Widen road and add curb, gutter and sidewalk

(See Recommended Street and Highway Projects map)

## 2. NEEDED TRANSPORTATION IMPROVEMENTS: TRANSIT

Project #	Project and Location	KCTP Priority (where available)	Rough Cost Estimate	Agency	Current CIP	Comments
STU-40	SR-509 (SR-518 to Seattle CL)	N/A	N/A	WSDOT	No	Provide transit/HOV preferential treatment/operating improvements.

(See Recommended Transit Projects map)

### 3. NEEDED TRANSPORTATION IMPROVEMENTS: BICYCLE AND PEDESTRIAN

Project #	Project and Location	KCTP			Agency	Current CIP	Comments
		Priority (where available)	Rough Cost Estimate				
STU-50	S 188th St. (Vicinity of 42nd Ave. S)	High	\$ 645,000	KC	No		Construct pedestrian over/under crossing
STU-51	North Sea Tac Park	N/A	N/A	KC	No		Improve bike and pedestrian facilities on Arterials adjacent to Sea Tac Park
STU-52	SR-99	N/A	N/A	WSDOT	No		Improve bike and pedestrian facilities along SR 99.
STU-53	Des Moines Memorial Way (from 162nd to 128th St.)	Medium	400,000	KC	No		Bike and pedestrian facilities. Also see STU 13 & 30
STU-54	8th Ave. S.	Medium	N/A	KC	No		Bike and pedestrian facilities. See STU 26 & 35
STU-55	Business Park	High	N/A	Private	No		Bike and pedestrian facilities. See STU 5

(See Recommended Bicycle & Pedestrian Facilities map)

### 4. NEEDED TRANSPORTATION IMPROVEMENTS: OPERATIONS/OTHER

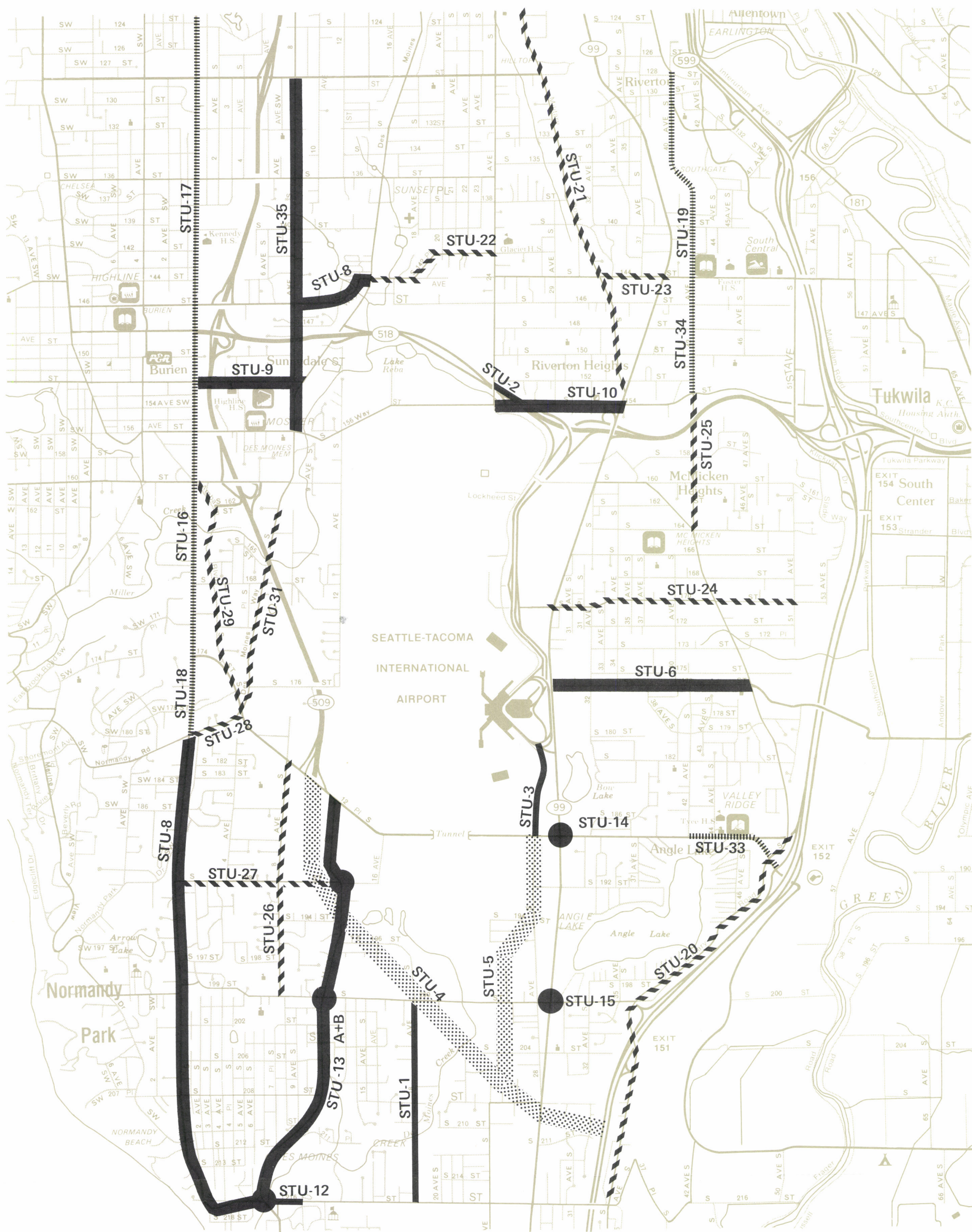
Project #	Project and Location	KCTP			Agency	Current CIP	Comments
		Priority (where available)	Rough Cost Estimate				
STU-60	42nd Ave. S @ S 144th St.	High	\$ 89,000	KC	No		Intersection/Operational improvements.
STU-61	S 240th St. @ 16th Ave. S	High	\$ 238,000	Des Moines	No		Intersection/Operational improvements.
STU-62	Military Rd. @ S 216th St.	High	\$ 107,000	KC	No		Intersection/Operational improvements. Widen SB approach (N leg)

Project #	Project and Location	KCTP Priority (where available)	Rough Cost Estimate	Agency	Current CIP	Comments
STU-63	24th Ave. S @ S 216th St.	High	\$ 238,000 N/A	KC D. Moines	No	Intersection/Operational improve- ments.
STU-64	Military Rd. @ S 188th St.	High	\$ 55,000	KC	No	Intersection/Operational improve- ments.
STU-65	Military Rd. @ S 170th St.	Medium	\$ 238,000	KC	No	Intersection/Operational improve- ments.
STU-66	S 192nd St. @ 8th Ave. S	Medium	\$ 75,000	KC	No	Intersection/Operational improve- ments.
STU-67	Des Moines Way @ S 216th St.	High	\$ 81,000	KC WSDOT	No	Intersection/Operational improve- ments.
STU-68	SW 128th St. signal control (Ambaum Blvd. to Des M. Way)	High	\$ 115,000	KC	No	Interconnect traffic signals.
STU-69	SW 136th St. signal control (Ambaum Blvd. to Des M. Way)	Medium	\$ 115,000	KC	No	Interconnect traffic signals.
STU-70	Des Moines Wy @ S. 144th St.	Medium	\$ 75,000	KC	No	Intersection/Operational improve- ments.
STU-71	SR-99 (SR-518 to S 272nd St.)	High	\$ 345,000	WSDOT	No	Interconnect traffic signals, transit/HOV improvements.

(See Recommended Operational/Other Improvements Map)

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## RECOMMENDED STREET AND HIGHWAY PROJECTS

-  New Construction
-  Widening/Reconstruction
-  Paved Shoulders
-  Curb/Gutter/Sidewalks
-  Intersection Improvements
-  New Construction  
(Conceptual Alignment)



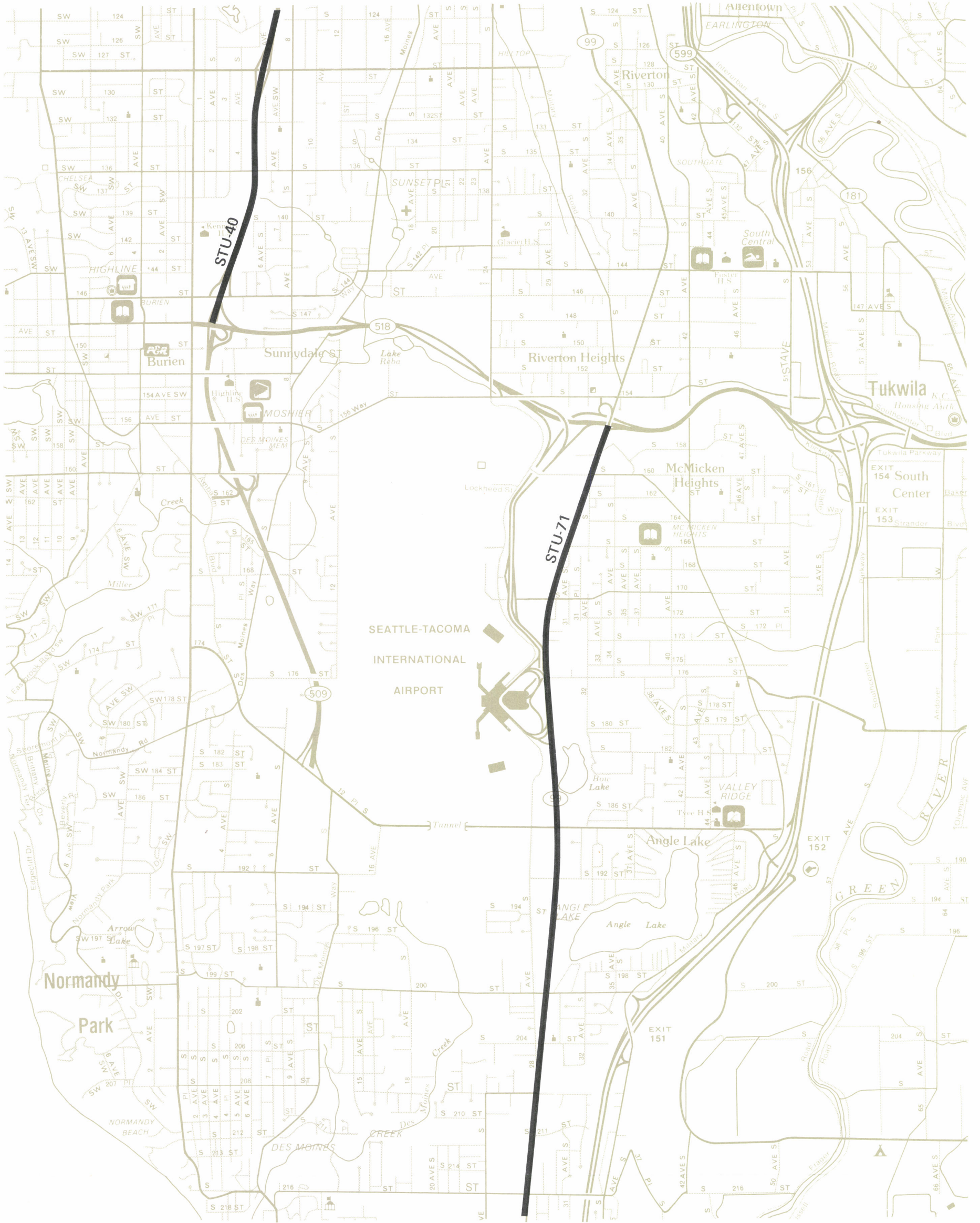
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## Area Update









## RECOMMENDED TRANSIT PROJECTS

**High Occupancy Vehicle (HOV) Facility**



# SeaTac

Area Update



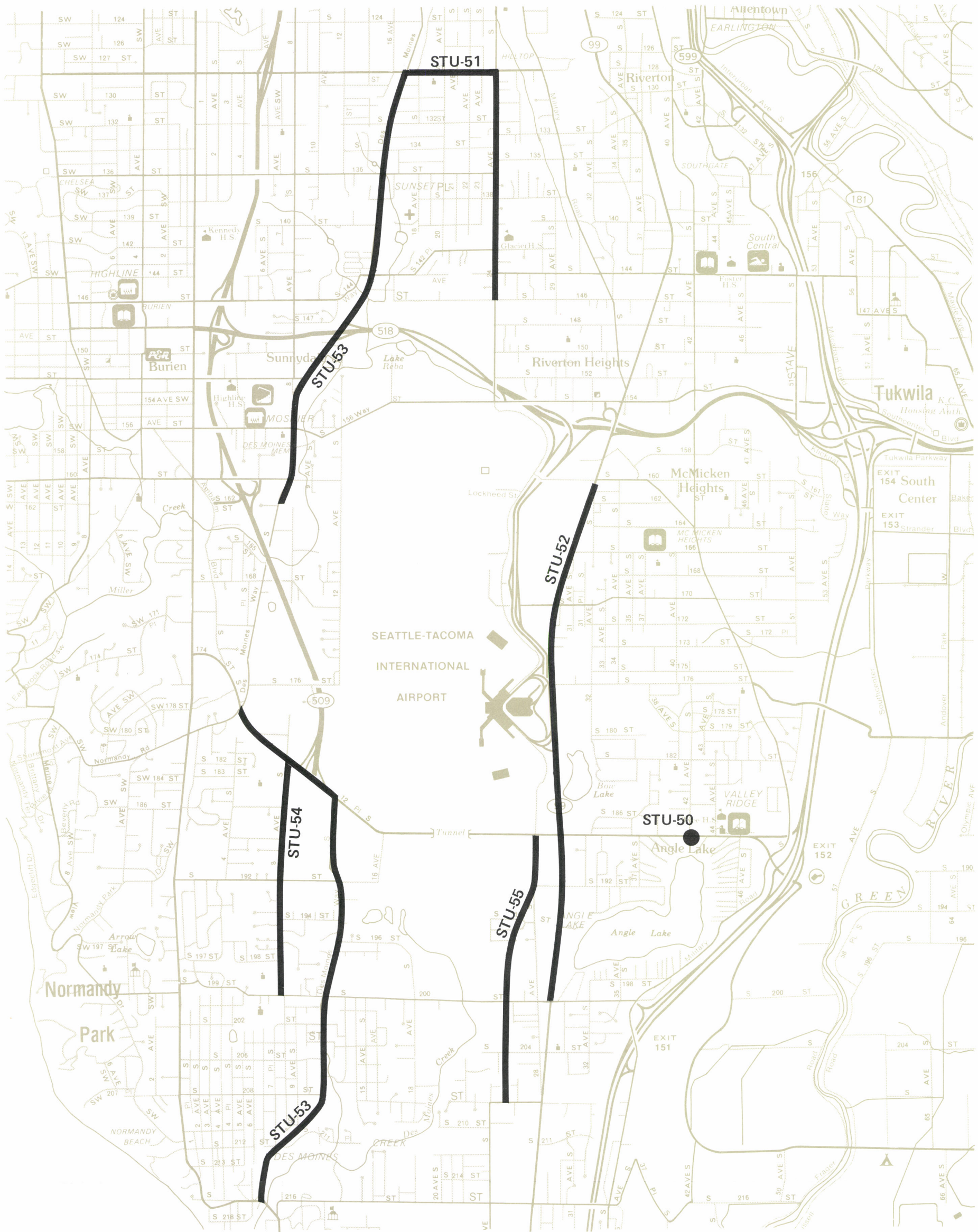
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# RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES

- Bicycle/Pedestrian Facilities
- Bicycle Over/Under Crossing



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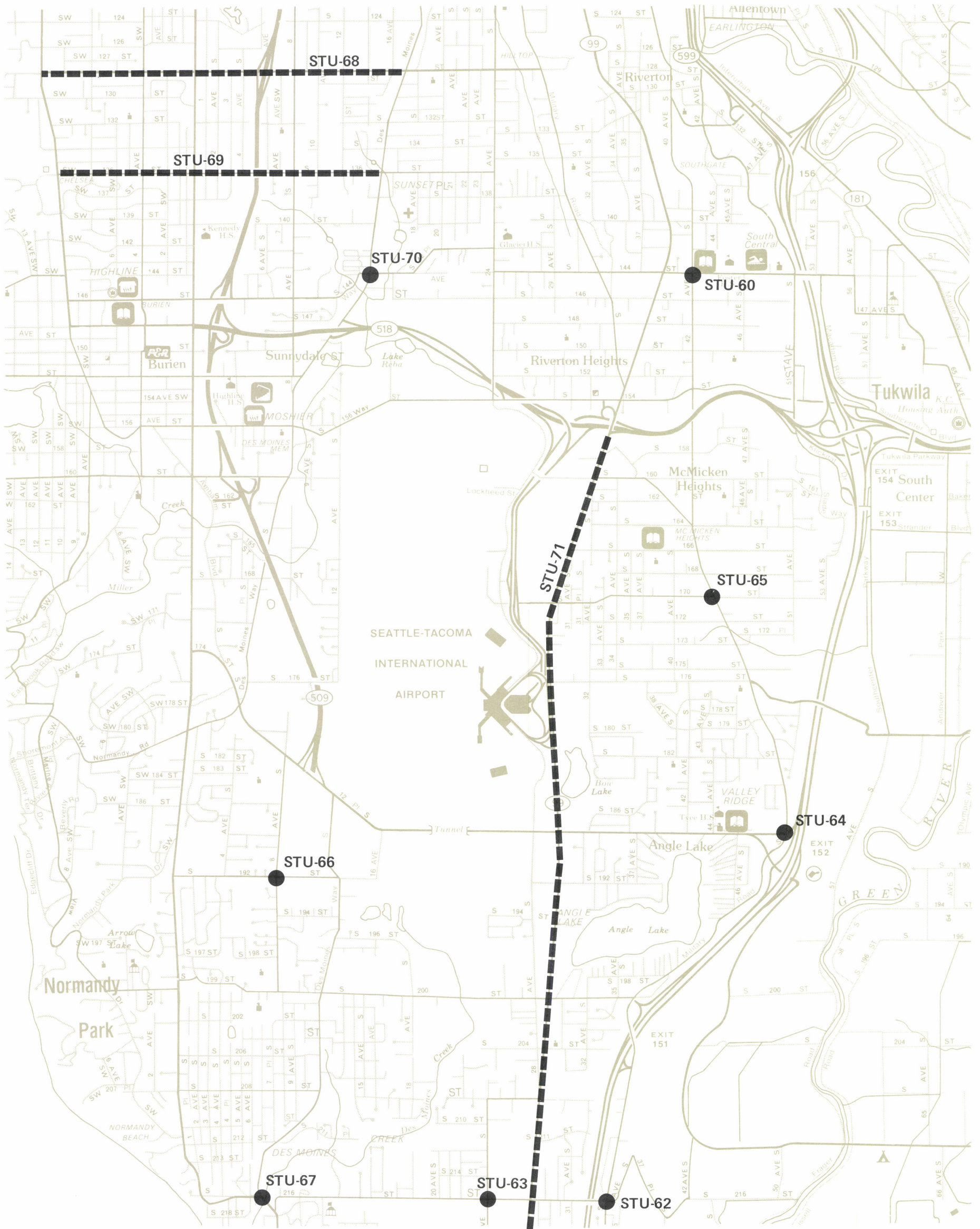
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## RECOMMENDED OPERATIONAL/OTHER IMPROVEMENTS

- Interconnect Traffic Signal Timing
- Intersection/Operational Improvement



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## **VI. NATURAL RESOURCES**

This chapter contains policies and development guidelines for the Sea Tac planning area's natural environment and resources, and open space. They are based on a review of the 1976 Sea Tac Communities Plan, 1977 Highline Community Plan, King County Comprehensive Plan, King County Code, past and current resource studies, this update's goals, citizen comments and recommendations and the work of the Citizen Advisory Committee. This chapter also identifies capital improvement projects (CIP) for drainage control facilities which are currently on the six-year CIP list.

### **RIVER BASINS, STREAMS AND WETLANDS**

Within the planning area are portions of two drainage basins, Miller Creek and Des Moines Creek, their associated creeks, and County classified wetlands. (See Drainage Basins and Water Systems map.) Together, they work as an integrated system to convey, store and purify the planning area's surface waters. The surface water systems of these two basins have undergone extensive study due to recurring problems of flooding, erosion and water quality degradation. In 1974, as part of the original Sea Tac Communities Plan, consultants working for King County and the Port of Seattle determined that surface water quantity and quality for both Des Moines Creek and Miller Creek basins were impacted by high stormwater discharges, unshaded stretches of creeks, fuel spills and septic discharges into streams. The 1976 Sea Tac Communities Plan and the 1977 Highline Community Plan developed policies to provide some measure of protection for the basins' surface water resources and to maintain natural peak stream flows while reducing drainage and flooding problems. This plan reaffirms those policies with some changes (see Appendix A for retained policies, policy deletions and amendments).

### **CURRENT STUDIES**

Recently, surface water components of the two basins have come under analysis by King County and other local and state agencies. Recurring jet fuel spills into Des Moines Creek have devastated aquatic life. A coalition of state and local agencies are working together to restore the creek and to prevent future fuel spills. The Des Moines Creek Restoration Project is being carried out jointly by Metro, the Port of Seattle, the City of Des Moines, Washington State Department of Fisheries, Trout Unlimited, the Muckleshoot Indian Tribe, and the King County Department of Public Works. The goal of the Des Moines Creek Restoration Project is to "prepare and implement a basin-wide management plan for the restoration and maintenance of a viable, self-sustaining salmonid fishery in Des Moines Creek." The coalition has developed a plan to build a series of detention facilities to help prevent flooding and erosion downstream and to detain toxic waters until they are filtered. These projects are being developed (See CIP list).

Des Moines Creek and Miller Creek Basins are also being studied by the County's Department of Parks, Planning and Resources in support of King County's Surface Water Management Program. This analysis has identified significant environmental problems occurring in both basins primarily as a result of intense urban development in the upper (higher in elevation) reaches. Both basins have serious landslide, erosion, flooding and wildlife habitat destruction problems. The combination of intense urban development, removal of vegetation along streams, filling of wetlands and fuel spills has severely impacted water quality and quantity in both basins.

The King County Comprehensive Plan calls for the management and control of stormwater runoff in order to minimize water quality degradation, flooding, erosion and property damage. Comprehensive Plan policies establish a watershed (basin) surface water management approach with management plans to provide for multiple use of water resources as well. The Sea Tac Update supports that concept with policies to protect basin resources while strongly supporting stormwater management.

The following policies establish the overall basis for surface water protection in the Sea Tac Area Update.

**ST-NR1 PUBLIC AND/OR PRIVATE EFFORTS TO RESTORE MILLER AND DES MOINES CREEKS TO A LEVEL THAT SUPPORT FISH HABITAT SHOULD BE ENCOURAGED.**

This policy recognizes the need to provide continued support to agencies and groups who have set out to re-establish Miller and Des Moines Creek as suitable habitat for a salmonid fishery.

**ST-NR2 SURFACE WATER RUNOFF SHOULD BE MANAGED IN A WAY THAT AVOIDS ENVIRONMENTAL DEGRADATION TO MILLER AND DES MOINES CREEKS.**

**ST-NR3 DRAINAGE FACILITIES RECOMMENDED IN THE SEA TAC COMMUNITIES PLAN - WATER QUALITY ANALYSIS REPORT AND THE DES MOINES CREEK RESTORATION PLAN WHICH CONTROL FLOODING AND DO NOT DEGRADE STREAMS OR INSTREAM RESOURCES SHOULD BE IMPLEMENTED.**

Stormwater runoff from urban areas carries oil, heavy metal, household chemicals, and other pollutants to streams, wetlands and lakes. These two policies recognize the importance of managing storm water quantity in a manner which minimizes negative impacts on water quality of the receiving water systems.

The location of surface water control facilities, such as detention/retention ponds, should be carefully considered by King County and property owners. The location for these facilities should be assessed for their potential water quality degradation and for their physical impact to streams and instream resources such as fish and spawning areas.

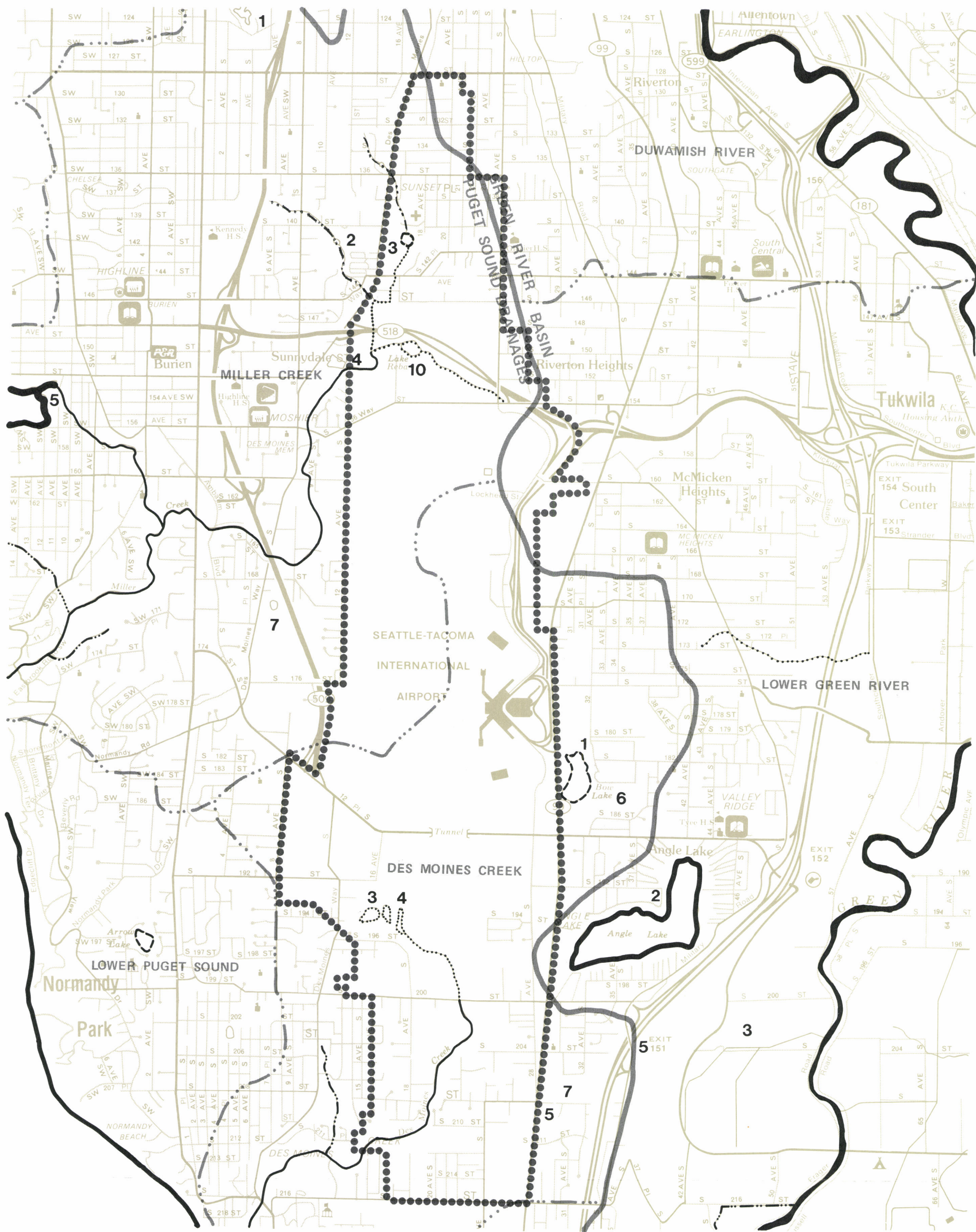
**ST-NR4 THE AREA SURROUNDING TUB LAKE SHOULD BE A WETLAND PRESERVE.**

**ST-NR5 RECREATIONAL USES OF TUB LAKE SHOULD OCCUR ONLY AFTER IT HAS BEEN DETERMINED THAT PUBLIC HEALTH AND SAFETY IS NOT ENDANGERED BY SUCH USES.**

The original Sea Tac Communities Plan identified Tub Lake as potentially suitable for public recreation. The Plan established a policy (Appendix A) which called for preserving the area around Tub Lake and allowing, if suitable, a public swimming area.

Policies ST-NR4 and ST-NR5 separate the original policy into two. ST-NR4 recognizes the need to preserve and protect this wetland in the Miller Creek drainage basin for its biological and hydrological importance. This wetland plays a significant role in the overall water quality and quantity of Miller Creek since one of the three tributaries that feed Miller Creek originates at this wetland.





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1/2 0 1/2 1 Mile



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Although recreational use of Tub Lake is desirable, unconfirmed reports of hazardous materials being dumped into the lake make its use for recreation questionable. ST-NR5 encourages recreational use of Tub Lake only after it is determined that public health can be assured. Refer to the Special Recommendations Chapter for further discussion of this issue.

**ST-NR6** FUEL, TOXIC CHEMICALS, AND OTHER HARMFUL SUBSTANCES SHOULD BE STORED IN A MANNER THAT AVOIDS SURFACE AND GROUND WATER CONTAMINATION.

**ST-NR7** THE REMOVAL OF VEGETATION ALONG DES MOINES AND MILLER CREEK AND WETLANDS IN THE SEA TAC AREA SHOULD BE AVOIDED.

**ST-NR8** RETAIN VEGETATION OR REQUIRE ENHANCEMENT OF VEGETATION WITH NATIVE SPECIES ALONG DES MOINES AND MILLER CREEK AND WETLANDS IN NEW DEVELOPMENT.

Runoff from Sea Tac Airport has had a disastrous impact on the water quality of both Miller and Des Moines Creek. Of major concern is how fuel and chemicals are stored. Policy ST-NR6 emphasizes the importance of adequate and safe storage of hazardous materials.

The removal of vegetation along streams and wetlands often results in increased sedimentation, higher water temperatures and eventual reduction in water quality. Policies ST-NR7 and ST-NR8 underscore the need to maintain and restore vegetation, especially restoration during new developments.

The area between South 212th Street and South 192nd Street along SR 99 includes many individually owned parcels all of which lie within the Des Moines Creek Drainage Basin. If each parcel was developed independently, individual storm water control measures would be necessary. Individual systems, although adequate in managing surface water runoff, are not as effective in protecting storm water quality within this drainage basin and reducing flooding potential as a comprehensive system would be for this area. The proposed business park provides the opportunity to implement one comprehensive surface water control program for this entire area.

Developing a comprehensive surface water management approach for the business park area has many advantages. A comprehensive approach provides significantly better management of surface water runoff than a lot-by-lot approach, and makes it possible to address regional drainage issues which affect this sub-basin within the Des Moines Creek Basin. A comprehensive approach reduces the number of small drainage control facilities that would be needed with a lot-by-lot approach, and allows for planned phasing and expansion of drainage control facilities as development occurs. Policy ST-NR9 establishes the elements of the management program.

**ST-NR9** A COMPREHENSIVE APPROACH TO MANAGING STORMWATER RUN-OFF FOR THE PROPOSED BUSINESS PARK AREA BETWEEN SOUTH 212TH STREET AND SOUTH 192ND STREET SHOULD BE USED. THIS MANAGEMENT PROGRAM SHOULD INCLUDE:

A. A Master Drainage Plan.

- B. During development review, treatment of the business park area as part of a comprehensive water management program. Individual lot development, within the business park area, should be in conformance with the master drainage plan required in A.
- C. Improvement of an existing detention facility at South 208th Street. This facility would provide drainage control for the "south" component of the business park area.
- D. Development of a second detention facility north of South 204th Street. This facility would serve the "north" component of the business park proposal.
- E. Establishment of a grass-lined transmission system (channels) from both detention facilities which join together between the business park area and the scrub/shrub wetland adjacent to Des Moines Creek.
- F. Transmission by grass lined channel of water from the two on-site detention facilities into the scrub/shrub wetland adjacent to Des Moines Creek.
- G. Enhancement of the scrub/shrub wetland with shallow and deep water marsh type vegetation to increase wetland capacity for bio-filtration.
- H. An enhanced wetland outlet to Des Moines Creek designed as a diffuse spreader.
- I. Provision of drainage easements for all detention and transmission facilities.

The management program contained in ST-NR 9 was developed jointly by staff from the Department of Public Works, Division of Surface Water Management, and the Department of Parks, Planning and Resources, Planning and Community Development Division and Parks and Natural Resources Division. These elements should serve as the basis for developing a master drainage plan for the business park area.

King County will pay for the up-front cost of this master drainage plan from the reserve fund of the Surface Water Management Program because of the importance of a comprehensive management approach. The plan will also devise a pay-back mechanism to be used as the area develops so the money is reimbursed to the Surface Water Management Program.

**ST-NR10 SURFACE/STORM WATER FROM STATE ROUTE 99 SHOULD BE TRANSMITTED INTO THE NEW NORTH DETENTION FACILITY AS WELL AS INTO THE EXISTING SOUTH DETENTION FACILITY.**

Storm water coming from State Route 99 is not now adequately controlled. This policy encourages the use of detention facilities identified in ST-NR9 at South 208th Street and proposed for South 204th Street for this portion of State Route 99's surface water needs.

**ST-NR11 DESIGN OF FUTURE STATE ROUTE 509 AND THE PROPOSED ROAD IMPROVEMENT DISTRICT ROUTE SHOULD MITIGATE SURFACE WATER IMPACTS INCLUDING DISRUPTION OF ANY SURFACE WATER MANAGEMENT PROGRAM PROPOSED OR IN OPERATION.**

Development of SR-509 and the proposed Road Improvement District could have significant impacts on Des Moines Creek water quality and quantity. This policy emphasizes the need to mitigate those development impacts whether they directly impact the stream or impact other surface water management facilities.

The streams and wetlands of Des Moines and Miller Creek Basins are extremely sensitive to urban development. Removing vegetation from areas adjacent to streams and wetlands often results in erosion, flooding, damage to habitat and reduced recreational value. Areas adjacent to streams and wetlands need special protection. The following two policies establish controls for development adjacent to streams and wetlands.

**ST-NR12 FUTURE DEVELOPMENT ADJACENT TO STREAMS SHOULD PRESERVE AN UNDISTURBED CORRIDOR. STREAM CORRIDORS SHOULD BE APPLIED BASED ON THE FOLLOWING GUIDELINES:**

Limitations and conditions on development in stream corridors (Table 1, shows DNR stream classifications):

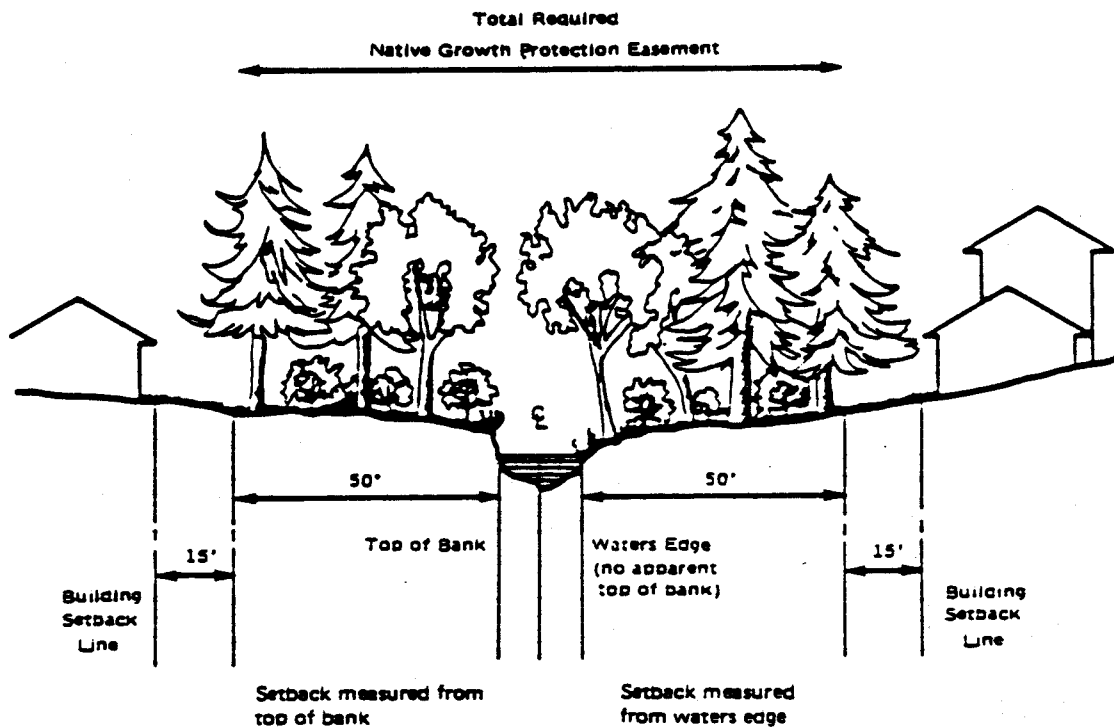
- A. All stream corridors shall be designated as Native Growth Protection Easements (NGPEs).
- B. In the following development processes each stream corridor shall be placed in a separate tract as defined in these rules:
  - 1. Rezone, formal subdivision, planned unit development (PUD), master plan development (MPD), in all cases;
  - 2. Variance, shoreline, conditional use, unclassified use; if upon review of sensitive areas study and permit application, BALD staff determines that a tract is necessary to insure protection of the resource.
- C. Extent of corridors (see Figures 1-3)
  - 1. Streams unconstrained by adjacent hazardous areas:
    - a. For all type I-IV streams and for type V streams which are shown to be habitat for salmonids, a minimum 50' corridor from the top-of-bank on both sides shall be provided and designated as an NGPE.
    - b. For type V streams which are not salmonid habitat, a minimum 25' corridor from the stream centerline on both sides shall be provided and designated as an NGPE.
  - 2. Streams constrained by riparian (streamside) wetlands. Wetland requirements in these rules shall apply unless stream corridor requirements are more restrictive.

**TABLE 1**  
**DNR STREAM CLASSIFICATIONS**

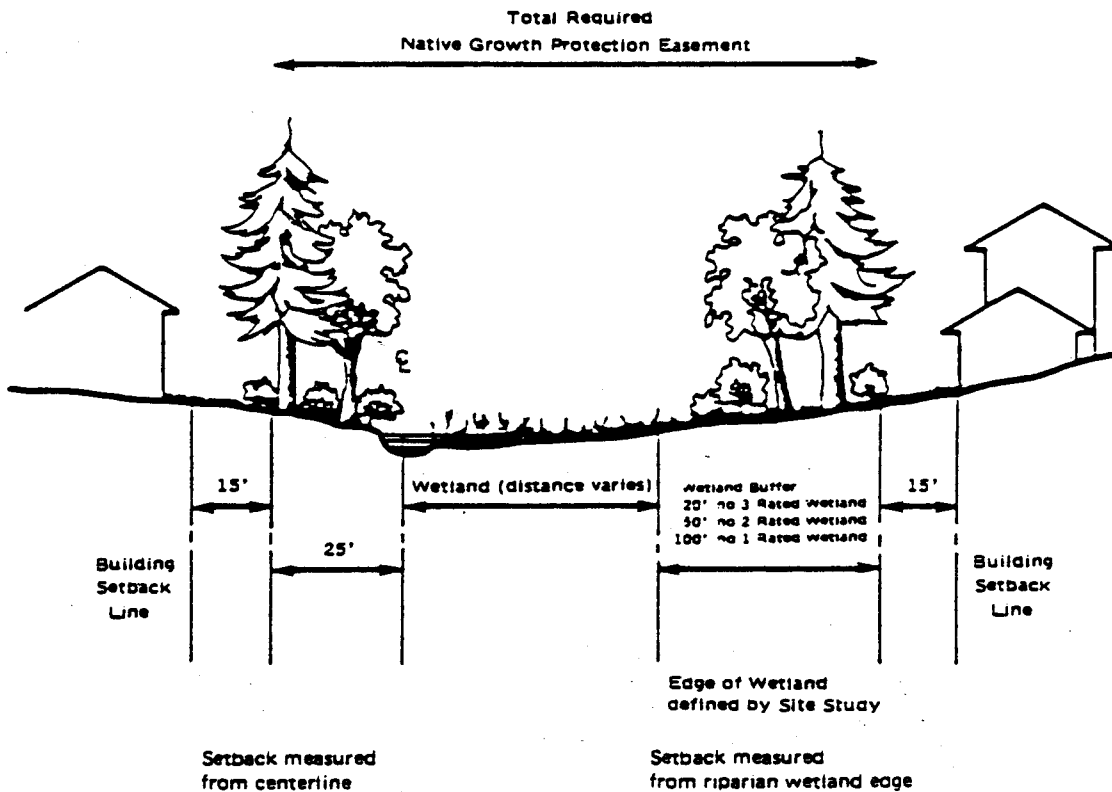
(1) "Type 1 Water" means all waters, within their ordinary high-water mark, as inventoried as "Shorelines of the State" under Chapter 90.58 RCW, but not including those waters' associated wetlands.		
(2) "Type 2 Water" classification shall be applied to segments of natural waters which:		
(a) Are diverted for domestic use by more than one hundred (100) residential or camping units or by a public accommodation facility licensed to serve more than one hundred (100) persons, where such diversion is determined by the Department to be a valid appropriation of water and the only practical water source for such users.		
Such water shall be considered to be Type 2 Water upstream from the point of such diversion for one thousand five hundred (1,500) feet or until the drainage area is reduced by fifty (50) percent, whichever is less;		
(b) Are within a federal, state, local, or private campground having more than thirty (30) camping units, PROVIDED, that the water shall not be considered to enter a campground until it reaches the boundary of the park lands available for public use and comes within one hundred (100) feet of a camping unit, trail or other park improvement;		
(c) Are used by substantial numbers of anadromous or resident game fish or spawning, rearing or migration. Waters having the following characteristics are presumed to have highly significant fish populations:		
(i) Stream segments having a defined channel twenty (20) feet or greater in width between the ordinary high-water marks and having a gradient of less than four (4) percent.		
(ii) Impoundments having a surface area of one (1) acre or greater at seasonal low water.		
(3) "Type 3 Water" classifications shall be applied to segments of natural waters which:		
(a) Are diverted for domestic use by more than ten (10) residential or camping units or by a public accommodation facility licensed to serve more than ten (10) persons, where such diversion is determined by the Department to be a valid appropriation of water and the only practical water source for such users. Such waters shall be considered to be Type 3 Water upstream from the point of such diversion for one thousand five hundred (1,500) feet or until the drainage area is reduced by fifty (50) percent, whichever is less;		
	(b) Are used by significant number of anadromous fish for spawning, rearing or migration. Waters having the following characteristics are presumed to have significant anadromous fish use:	
	(i) Stream segments having a defined channel of five (5) feet or greater in width between the ordinary high-water marks; and having a gradient of less than twelve (12) percent and not upstream of a falls or more than ten (10) vertical feet.	
	(ii) Impoundments having a surface area of less than one (1) acre at seasonal low water and having an outlet to an anadromous fish stream.	
	(c) Are used by significant numbers of resident game fish. Waters with the following characteristics are presumed to have significant resident game fish use:	
	(i) Stream segments having a defined channel of ten (10) feet or greater in width between the ordinary high-water marks; and a summer low flow greater than 0.3 cfs; and a gradient of less than twelve (12) percent.	
	(ii) Impoundments having a surface area greater than 0.5 acre at seasonal low water.	
	(d) Are highly significant for protection of downstream water quality. Tributaries which contribute greater than twenty (20) percent of the flow to a Type 1 or 2 Water are presumed to be significant for one thousand five hundred (1,500) feet from their confluence with the Type 1 or 2 Water or until their drainage area at the point of confluence, whichever is less.	
	(4) "Type 4 Water" classification shall be applied to segments of natural waters which are not classified as Type 1, 2, or 3, and for the purpose of protecting water quality downstream are classified as Type 4 Water upstream until the channel width becomes less than two (2) feet in width between the ordinary high-water marks.	
	(5) "Type 5 Water" classification shall be applied to all natural waters not classified as Type 1, 2, 3 or 4; areas of perennial or intermittent seepage, ponds and drainageways having short periods of spring or storm runoff.	

Source: Forest Practice Rules and Regulations, WAC 222-16-030

**FIGURE 1**  
**Unconstrained Type I-IV or Salmonid Bearing Type V Stream**

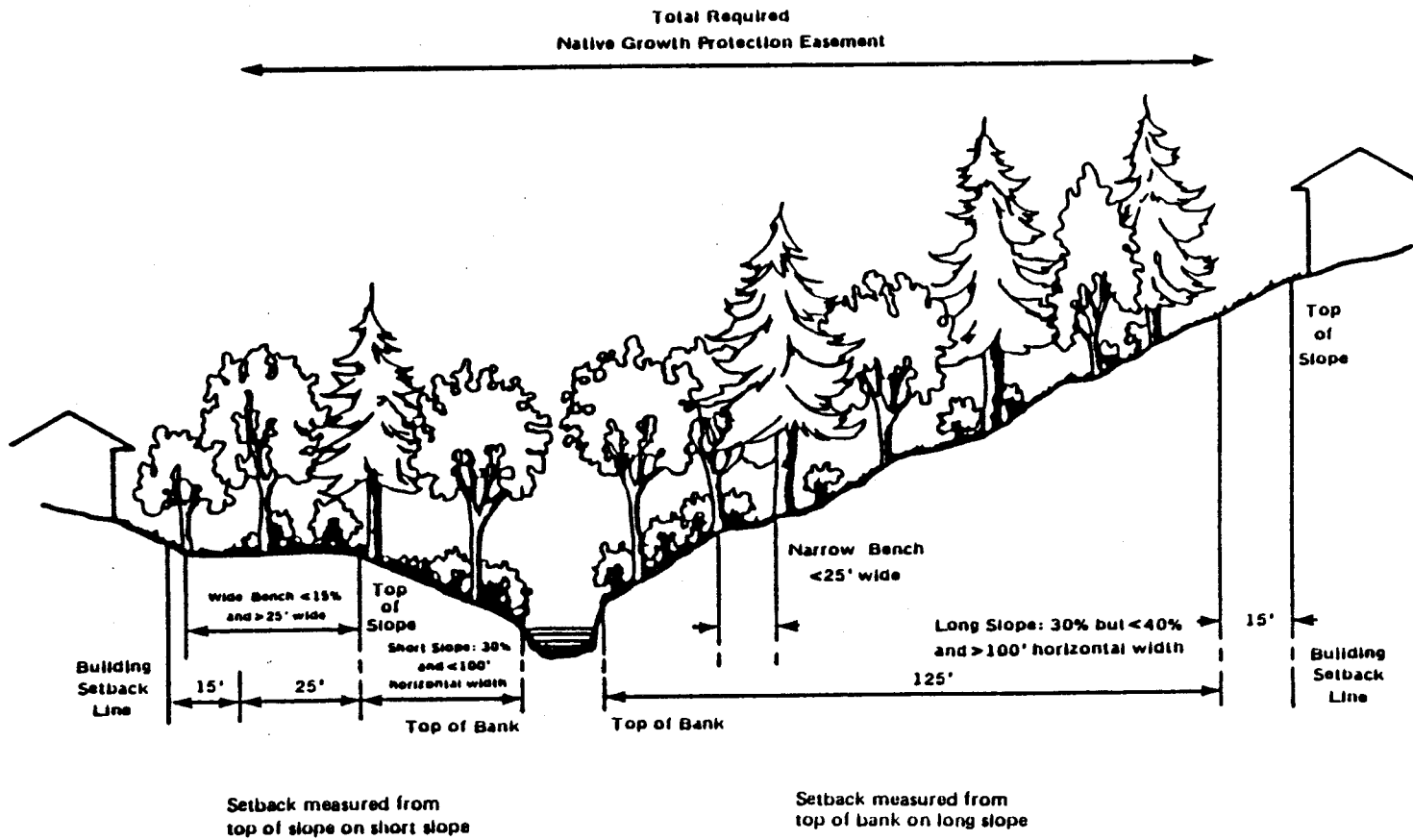


**FIGURE 2**  
**Wetland Constrained Type V Non-Salmonid Bearing Stream**





**FIGURE 3**  
**Slope Constrained Type I-IV or Salmonid Bearing Type V Stream**



3. Streams constrained by slopes 30% and greater:

- a. For streams adjacent to or within 25' of the toe of slopes which are less than 100' in horizontal length, a corridor shall extend 25' beyond the top of slope and a 15' Building Set Back Line (BSBL) shall apply. The corridor shall be designated a NGPE. These requirements shall also apply if slopes are variable, that is, having small benches or terraces but also having an overall slope of 30% or greater.
- b. For streams adjacent to or within 25' of the toe of slopes which are greater than 100' in horizontal length, a corridor shall extend 125' beyond the top of bank or the water's edge and a 15' BSBL shall apply. The corridor shall be designated a NGPE. This requirement shall apply if slopes are variable, that is, having small benches or terraces but also having an overall slope of 30% or greater.
- c. A minimum 50' corridor designated as NGPE and a 15' BSBL shall be provided for all streams.

D. Use of streams for discharge or control of storm or surface water:

1. In approving the use of streams for storm or surface water control, BALD staff shall review drainage and stream studies and apply conditions which minimize impacts on the hydraulic regime of the stream and impacts to wildlife habitat and water quality. As part of these conditions:
  - a. No stormwater will be discharged directly or piped into a stream.
  - b. Discharge shall occur in a manner which mimics natural conditions, such as by meandering grass-lined swales, infiltration trenches, perforated pipe, sheet flow through the vegetation of the corridor or other designs which BALD approves and which eliminate the sediment load and dissipate the energy of inflows.
  - c. BALD may require construction of an on-site sedimentation and storage system which intercepts water entering the stream.

E. Alterations:

1. Stream banks and their associated corridors shall not be altered without written review and approval by BALD and other agencies with jurisdiction such as Washington Department of Game or Fisheries;
2. Streams may be placed in culverts only when no alternative exists to gain access to developable property. Culverting requirements in the 1987 Surface Water Manual shall apply;
3. Stream relocation is allowed only on type V streams and only when:

- a. Relocation is necessary to provide reasonable use of the property;
  - b. Reconstruction creates a net increase in both in-stream and riparian habitat over former conditions;
  - c. The new channel is designed to maximize fisheries habitat value;
  - d. Revegetation of the new streamside uplands and banks provides for cooling shade, fish shelter, detritus inputs to the stream, bank stabilization, and stream channel protection from human and domestic animal intrusion;
  - e. New vegetation on the bank and adjacent uplands has been established for a full growing season prior to introduction of the new stream flows; and
  - f. The existing channel is not currently providing high quality habitat as determined by state fisheries or game department staff.
4. Trails may be located in stream corridors if they will not contribute to bank collapse or slope erosion or remove vegetation which shades or shelters the stream or anchors the bank. Trail access to the stream may be placed only at locations, that, in the BALD staff's judgment, can tolerate human traffic.

**ST-NR13 FUTURE DEVELOPMENT ADJACENT TO WETLANDS SHOULD NOT DEGRADE THEIR NATURAL HYDRAULIC, WILDLIFE, HYDROLOGIC OR RECREATIONAL FUNCTIONS. FUTURE DEVELOPMENT ADJACENT TO WETLANDS SHOULD PROVIDE AN UNDISTURBED BUFFER BASED ON THE FOLLOWING GUIDELINES:**

Limitations and conditions on development in wetlands. (See Table 2, ratings of County-inventoried wetlands.)

- A. All wetlands and their buffers shall be designated as NGPEs.
- B. In the following development processes each #1 and #2 wetland and their buffer shall be placed in a separate tract (as defined in these guidelines):
  1. Rezone, formal subdivision, planned unit development (PUD), short plats involving #1 wetlands, master plan development (MPD), in all cases;
  2. Variance, shoreline, conditional use, unclassified use, if, upon review of sensitive areas study and permit application, BALD staff determines that a tract is necessary to insure protection of the resource.
- C. Buffers:
  1. Unique/outstanding wetlands (#1) shall have a 100' undisturbed buffer of natural vegetation.
  2. Significant wetlands (#2) shall have a 50' undisturbed buffer of natural vegetation.

**TABLE 2**  
**Ratings of County Inventoried Wetlands**

1. Wetlands are assigned the Unique/Outstanding #1 rating if they meet any one of the following criteria:
  - a. Presence of species recognized by the federal government or State of Washington as endangered, threatened, or sensitive or outstanding potential habitat for those species.
  - b. Wetlands with a nearly equal proportion of open water to vegetative cover in dispersed patches in combination with a high diversity or mix of wetland subclasses.
  - c. Wetlands greater than 10 acres in size and having 3 or more wetland classes, one of which is open water.
  - d. The presence of plant associations of infrequent occurrence. These include, but are not limited to, salt marshes and bogs.
2. Wetlands are assigned the Significant #2 rating if they do not meet the criteria for Unique/Outstanding or Low Concern.
3. Wetlands are assigned the Low Concern #3 rating if they meet either one of the following criteria:
  - a. Those wetlands 1 acre or less in size with 2 or less wetland classes, a low diversity of wetland subclasses, and a high proportion of vegetative cover or open water.
  - b. Those wetlands that fall below the 10th percentile Countywide in 3 or more evaluation categories with both the biology and hydrology percentiles less than 75%.

**Source: King County Wetlands Program, 1982**

3. Low concern wetlands (#3) shall have a 20' undisturbed buffer of natural vegetation.
  4. Uninventoried wetlands shall be assigned a rating by the County wetlands planner based on the wetlands study and field verification, and the appropriate buffer shall apply.
- D. Additional protections in certain developments:
1. An interlocking network of 200' wetland buffers and 100' (each side) stream corridor may be required in MPDs with #1 or #2 wetlands. Such degree of protection will be a function of resource sensitivity, diversity, and potential impacts. County staff shall determine buffers up to 200' on a site specific basis.
  2. No newly created lot of any dimension shall contain more than 50% coverage by a wetland and its buffer.
  3. When part of an integral whole system, and when required to protect their function and value, BALD may include #3 wetlands and their buffers in tracts.
- E. Where the wetland or buffer has been altered contrary to or without appropriate permits, BALD shall have discretion to require restoration according to a plan approved by BALD as a condition of permit approval.
- F. Use of wetlands for discharge or control of storm or surface water:
1. #1-rated estuaries, bogs, or primarily forested wetlands shall not be used for onsite or regional storm or surface water control until results of a regional wetlands research program are completed. At that time this requirement shall be re-evaluated. (Metro and King County are jointly studying development impacts on wetlands.)
  2. In approving the use of other wetlands for storm or surface water control BALD staff shall review drainage and wetlands studies and apply conditions which minimize impacts on the hydraulic characteristics of the wetland and impacts to wildlife habitat and water quality. As part of these conditions:
    - a. No storm water will be discharged directly or piped into a wetland.
    - b. Discharge shall occur in a manner which mimics natural conditions, such as by meandering grass-lined swales, infiltration trenches, perforated pipe, sheet flow through the vegetation of the wetland buffer or other designs which BALD approves and which eliminate the sediment load and dissipate the energy of inflows.
    - c. BALD may require construction of an onsite sedimentation and storage system which intercepts water entering the wetland.



**G. Alterations:**

1. A wetland may be altered to gain access to developable property when no other alternative access exists. Alteration proposals will be subject to sensitive area BALD staff review and approval.
2. Wetland alteration to provide for combined increased stormwater control and increased wildlife habitat values may be allowed subject to F above, upon BALD staff review and approval.
3. Any alteration of a wetland or its buffer shall be compensated at a ratio of 2:1 square feet for habitat value and functions, and at 1:1 cubic feet for storage functions. The plan, monitoring, and inspection provisions of these rules shall apply to such alterations.

King County is considering countywide controls for managing wetlands and stream corridors. When adopted countywide controls replace these guidelines for wetland and stream corridor protection.

**OPEN SPACE**

The King County Comprehensive Plan established policies to encourage the retention of open space. A fundamental goal of the Comprehensive Plan is to preserve or enhance natural features such as rivers and wetlands which add to overall community quality as well as protect water quality and wildlife. The Comprehensive Plan also encourages site planning which establishes greenbelts between developments.

This update seeks to further the retention of open space land in the Sea Tac community.

**ST-NR14 INCORPORATE THE DRAINAGE HOLDING PONDS, WATER COURSES, AND WETLANDS OF MILLER AND DES MOINES CREEK INTO A NETWORK OF OPEN SPACE AND APPROPRIATE RECREATION AREAS.**

Policy ST-NR14 supports the Comprehensive Plan direction of protecting and maintaining important natural and man made features while providing public recreation opportunities. This policy encourages the multiple use of these water bodies to provide both recreational opportunities and open space which can offer protection from potentially more intensive development.

**ST-CI9 ADJACENT MAJOR DEVELOPMENTS SHOULD LINK OPEN SPACE AND MAKE IT ACCESSIBLE TO THE PUBLIC.**

**ST-NR15 USE NATURAL FEATURES AND OPEN SPACES TO SEPARATE DIFFERENT LAND USES AND TO DEFINE LAND USE AREAS WHEREVER POSSIBLE.**

The area around Sea Tac Airport is one of the more urbanized sections of unincorporated King County. As new development occurs, large blocks of open space land becomes more important (Chapter IV, Policies ST-CI6 and ST-CI10). Large blocks of open space, or open space lands linked together, provide greater recreational benefits than small individual isolated open space areas. Public use of large open space areas is more likely to occur than for small isolated areas. Policy ST-CI9 encourages the linking of open space lands and that they be open to public use.

Adjacent, but different, land uses are not always compatible. Policy ST-NR15 encourages site design which would use open space land to buffer non-compatible land uses and to provide visual breaks between different land uses.

## SURFACE WATER MANAGEMENT IMPROVEMENTS

Project Name	Basin	Scope of Work	Total Cost	Start Project	Complete Project
1. Des Moines Way tightline	Des Moines Creek	<u>New pipe system</u> - Construct pipeline from 18" to creek	\$ 46,950	-	-
2. 192nd St. Channel Improvement	Des Moines Creek	<u>Channel Improvement</u> Improve 400 linear feet of stream channel	81,250	-	-
3. Tyee Golf Course Retention/Detention Ponds	Des Moines Creek	<u>Detention Facility</u> Enlarge regional detention pond	709,300	1987	1988
4. South 196th Channel Upgrade	Des Moines Creek	<u>Channel Improvement</u> Enlarge channel to ponds	59,679	1992	1993
5. Golf Course Retention/Detention Ponds		<u>Detention Facility</u> Enlarge regional detention pond.	214,250	1987	-
6. Des Moines Creek Regional Pond	Des Moines Creek	<u>Detention Facility</u> Construct regional detention pond	324,750	1990	1991
7. 204th St. Channel Improvement	Des Moines Creek	<u>Channel Improvement</u> Improve 300 linear feet of channel along S 204th St.	26,750	-	-
8. Best Western Retention/Detention	Des Moines	<u>Expansion of Existing Detention Facility</u> Purchase existing retention/detention facility and expand.	144,692	1992	1993
9. Sea Tac Regional Pond (REBA)	Miller Creek	<u>Detention Facility</u> Construction of new outlet, new pump or overflow structure, trash rock, and berms around Lake Reba.	379,620	1989	1990
10. Tub Lake Outlet	Miller Creek	<u>Detention Facility</u> Enhance wetland for detention pond, install new flap gate.	18,000		Not on current CIP List

H:SWM.CHT



## **VII. VETERAN'S NATIONAL CEMETERY PROPOSAL**

The proposal to locate a Veterans National Cemetery on public-owned land south of Sea Tac International Airport was first discussed in 1984. The Veterans Administration (VA) wants to develop a National Cemetery in Washington, which has one of the highest per-capita population of veterans of any state. Currently, the closest facility is the Willamette National Cemetery in Portland, Oregon which will be closed to new interments in the year 2000.

The site under consideration in the Sea Tac area is south of South 200th Street between 16th Avenue South and 24th Avenue South and is owned by three jurisdictions: the Port of Seattle (acquisition area); King County (undeveloped park); and Washington State Department of Transportation (SR-509 right of way). (See Proposed Veterans Cemetery Area map.) Discussions between the Veterans Administration and representatives of the three jurisdictions in 1984 and 1985 were accompanied by public meetings on the cemetery proposal. The cemetery proposal was included in the scope of the Sea Tac Update to allow additional opportunity for community comment and evaluation.

A range of land use alternatives was considered for the area south of the airport during the update, and three were presented to the community in a brochure and public meeting in October 1986. Responses to a questionnaire in the brochure indicated strong support for airport open use designation for the site, which would allow the cemetery. Respondents also listed the VA Cemetery as one of the top priorities for the Sea Tac area.

This plan proposes airport open use designation for the site because of its location in the runway approach area, and supports the cemetery proposal.

The Citizens Advisory Committee concluded that the VA Cemetery is one appropriate land use for the site after hearing the views of many people who attended CAC meetings. Some were supportive of the cemetery proposal and felt that the facility would be a significant community amenity, while others favored industrial uses for the site. The primary concern of the committee was for development to proceed, and for use of the land, much of which has been vacant for years. Neighbors have complained about security problems in the fenced acquisition and undeveloped park areas, and the CAC was concerned that cemetery development would not be funded and the land would remain an unused security problem.

A national cemetery requires about 200 acres of usable land and is developed in phases. The initial phase, which includes preparation of an Environmental Impact Statement (EIS), site design, administration facility construction, and preliminary development, takes about six to seven years. An Environmental Impact Statement must be completed before any land donation can take place. The Office of Management and Budget did not approve the Veterans Administration's requests for EIS funds, but Congress later appropriated funds for an EIS. The following policies recognize the uncertainty of federal funding and encourage appropriate use for the site:

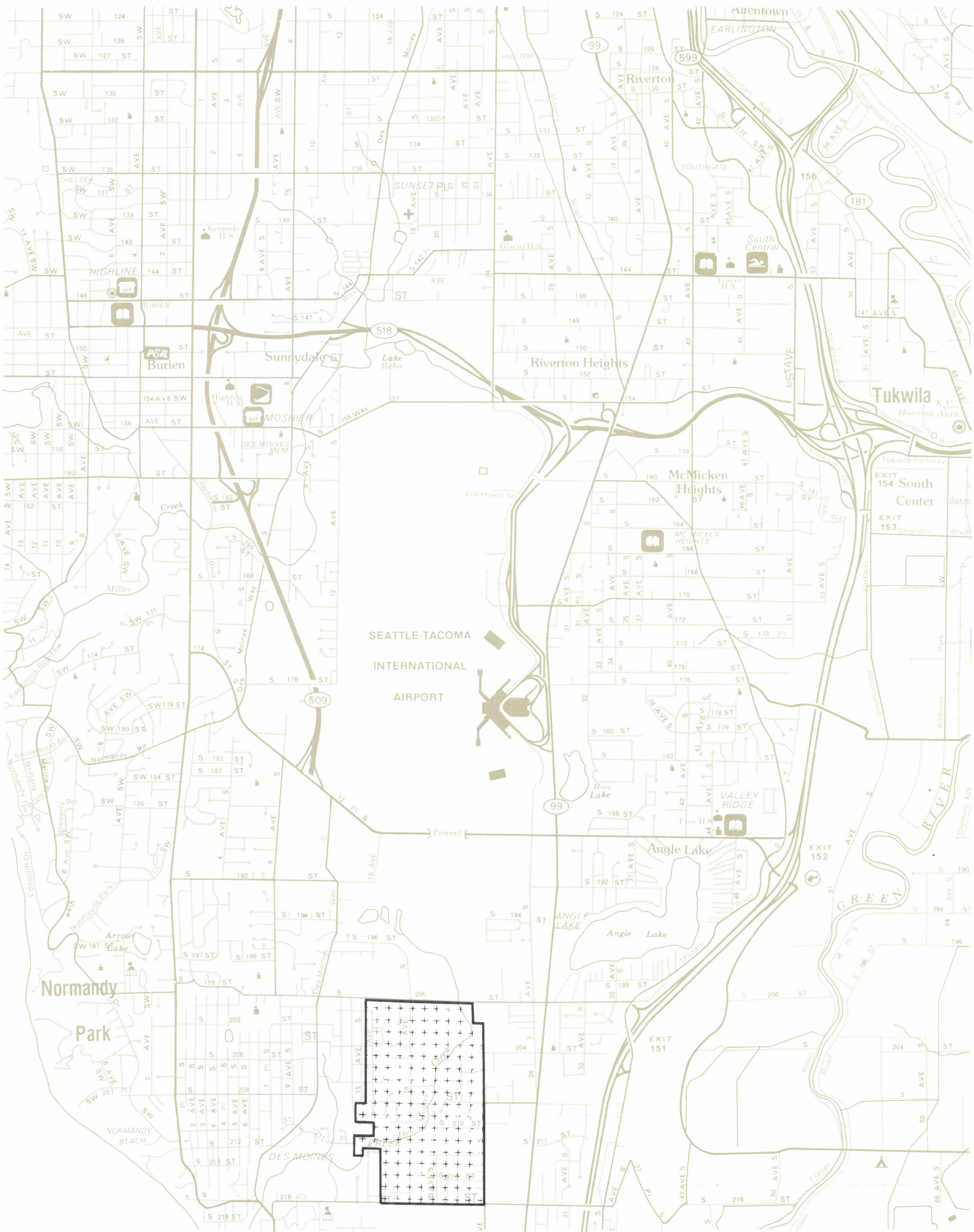
**ST-VA1** ALTERNATIVE USES FOR THE PROPOSED VETERANS NATIONAL CEMETERY SITE SHOULD BE CONSIDERED IF THE VETERANS ADMINISTRATION HAS NOT RECEIVED A PARTIAL OR TOTAL APPROPRIATION FOR CEMETERY DEVELOPMENT WITHIN 3 YEARS OR NO LATER THAN JANUARY 1, 1992.



**ST-VA2** IF THE PROVISIONS OF POLICY ST-VA1 HAVE NOT BEEN MET, THE LAND USE DESIGNATION AND ZONING OF THE PROPOSED VETERANS NATIONAL CEMETERY SITE SHOULD BE REVIEWED PURSUANT TO THE STANDARDS OF K.C.C. 20.12.050 through 20.12.080. THE PORT OF SEATTLE AGREES TO SUPPORT THE PLAN REVISION PROCESS AND A CITIZEN INVOLVEMENT COMPONENT. KING COUNTY AGREES TO COMPLETE THE ENTIRE PROCESS NO LATER THAN JANUARY 1, 1993.

The Port of Seattle has indicated it will initiate planning activity in this area during the three year period following plan adoption.

This update recommends King County secure an easement along Des Moines Creek if King County park land is transferred to another jurisdiction. The easement would allow for development of a trail along the creek, as envisioned in earlier plans and in the Forward Thrust purchase of the land. To promote stream protection and surface water management, cemetery or other development should not extend within 100 feet of Des Moines Creek.



**PROPOSED VETERANS  
NATIONAL  
CEMETERY AREA**

 Proposed Veterans National Cemetery Area



**SeaTac**  
Area Update





## VIII. PARKS

### NORTH SEA TAC PARK

The update of the North Sea Tac Park Master Plan is a major element of the Sea Tac Area Update. In the course of the park plan update, a workshop group and consultants developed the following policy statement that guided the project:

*For park planning purposes, the study will use an "inner safety zone" and an "outer safety zone" modeled after the "Airport Land Use Planning Handbook" prepared for the California Department of Transportation Division of Aeronautics (July, 1983). Unless there are overriding liability considerations for doing something else, these assumptions will be used.*

*As a general guide in planning the park, the farther away the area is from the end of the runway, the more intense uses may be. Uses with dispersed numbers of people will be encouraged closer to the airport. Throughout the park, uses which involve large assemblies of people will be discouraged. (North Sea Tac Park Master Plan Update Consultant Report, 1987.)*

The Sea Tac Area Update, as a guide for future park development in the study area, provides the following policies:

**ST-P1** NORTH SEA TAC PARK SHOULD BE DEVELOPED IN ACCORDANCE WITH AIRPORT LAND USE AND SAFETY GUIDELINES PREPARED BY THE FEDERAL AVIATION ADMINISTRATION AND CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS (1983), INCLUDING THE CALIFORNIA "INNER SAFETY ZONE" AND "OUTER SAFETY ZONE" RECOMMENDATIONS.

**ST-P2** PARK ACTIVITIES SHOULD MINIMIZE THE IMPACT OF NOISE, SECURITY, LIGHTING, AND TRAFFIC ON ADJACENT NEIGHBORHOODS.

**ST-P3** FACILITIES THAT ATTRACT LARGE ASSEMBLIES OF PEOPLE WILL BE DISCOURAGED IN NORTH SEA TAC PARK BY MEASURES SUCH AS LIMITING SPECTATOR SEATING.

Policies ST-P1 and ST-P2 address community concerns about park neighbors being disturbed by increased traffic, noise, and potential security problems associated with park users. (See Airport Safety Zone Map)

**ST-P4** ACTIVE RECREATIONAL FACILITIES, SPECIFICALLY NEW ATHLETIC FIELDS, SHALL BE CONFINED TO THE AREA NORTH OF SOUTH 136TH STREET.

**ST-P5** PARK PERIMETER DEVELOPMENT INCLUDING A PERIMETER TRAIL SYSTEM, FENCING, AND LANDSCAPING BUFFERING SHALL BE ONE OF THE FIRST PHASES OF DEVELOPMENT.

**ST-P6** BECAUSE THE SUNSET ACTIVITY CENTER'S LOCATION DOES NOT CONFORM TO AIRPORT SAFETY GUIDELINES, ITS RECREATIONAL ACTIVITIES SHOULD BE RELOCATED TO ANOTHER FACILITY. THE RECREATIONAL ACTIVITIES MAY CONTINUE AT THE SUNSET ACTIVITY CENTER, PROVIDED THAT PUBLIC HEALTH AND SAFETY STANDARDS ARE MAINTAINED, UNTIL A NEW OR RENOVATED FACILITY IS AVAILABLE.



**ST-P7** KING COUNTY SHOULD APPOINT A CITIZEN COMMITTEE TO FACILITATE PUBLIC INPUT TO THE PLANNING AND DESIGN OF NORTH SEA TAC PARK AND A NEW OR RENOVATED FACILITY TO HOUSE RECREATIONAL ACTIVITIES CURRENTLY AT THE SUNSET ACTIVITY CENTER.

Upon the election of the council of the city of Sea-Tac, King County will include the city in the planning, funding, and development of the North Sea-Tac Park to insure this municipality a major role.

#### **DES MOINES CREEK PARK**

King County purchased approximately 100 acres of property along Des Moines Creek with Forward Thrust bond funds in the 1970s. The County intended to eventually develop a passive park facility and trail that would complete the Covenant Beach-Angle Lake Trail envisioned in the 1976 Sea Tac Communities Plan, but the park remains undeveloped. Access to the creek is very limited in that vicinity because it was fenced for security reasons following Port acquisition of nearby homes.

A local chapter of Trout Unlimited revitalized fish runs in the creek, but several significant fuel spills from the airport have devastated those efforts. In 1987, the City of Des Moines passed a bond measure to enable it to acquire property for a park at Covenant Beach, where Des Moines Creek runs into Puget Sound.

Des Moines Creek would also be affected by the extension of SR-509 and VA National Cemetery development. King County Public Works' report to WSDOT on the recommended alignment of the SR-509 extension outlines possible actions to mitigate the impact of freeway construction on Des Moines Creek which include: freeway elevation; surface water management; coordinating freeway design, park master planning, and (if applicable) Veterans National Cemetery design; and wildlife corridor protection and enhancement. If the Veterans National Cemetery is developed, a portion of the park may be used by the federal government. Members of the Sea Tac Area Update Citizens Advisory Committee have voiced concern about the effects of adjacent land uses on Des Moines Creek, the potential loss of recreational opportunities, and the need to protect Des Moines Creek from further damage. As noted in the Veterans National Cemetery chapter, this update recommends King County retain an easement along Des Moines Creek for trail development, therefore fulfilling the original plan for Des Moines Creek Park as a passive trail system.

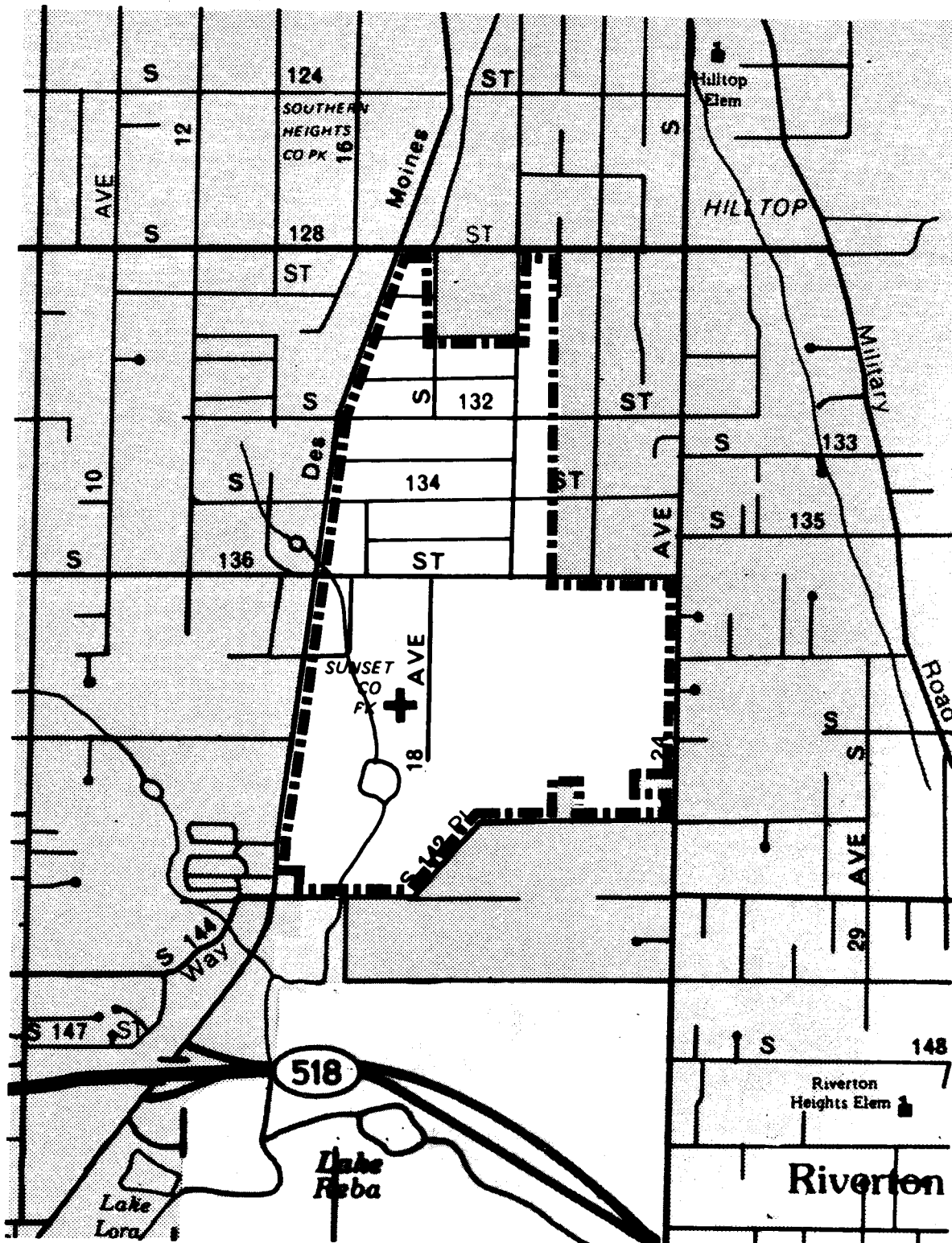
The following policies address the concerns noted earlier:

**ST-P8** KING COUNTY SHOULD PRESERVE THE DES MOINES CREEK AREA, PURCHASED WITH FORWARD THRUST FUNDS FOR OPEN SPACE AND RECREATION.

**ST-P9** PORTIONS OF PORT ACQUIRED LAND SOUTH OF SOUTH 200th STREET SHOULD BE DEDICATED AS OPEN SPACE FOR THE ENJOYMENT OF LOCAL RESIDENTS. VEHICULAR TRAFFIC SHOULD BE PROHIBITED FROM THESE OPEN SPACE AREAS.

**Capital Improvements:** A list of proposed Capital Improvement Projects will be included in the implementation plan for North Sea Tac Park.





**NORTH SEA-TAC  
PARK BOUNDARY**



## **IX. RESIDENTIAL**

### **RESIDENTIAL LAND USE**

Although this update does not designate areas for residential use, new residential development can occur in the planning area. Also, residential neighborhoods still exist adjacent to the planning area. The update proposes that neighborhoods need protection from more intensive industrial, business, and commercial uses.

**ST-R1** NEW RESIDENTIAL DEVELOPMENT IN THE SEA TAC AREA SHOULD BE PROPERLY SOUND-INSULATED TO ACHIEVE A LEVEL OF 45 LDN WITHIN THE STRUCTURE, CONSISTENT WITH THE UNIFORM BUILDING CODE AND OTHER REGULATIONS.

This policy recognizes the importance of providing adequate noise insulation for new home construction. ST-R1 calls for the application of a 45 LDN standard, which is consistent with Ordinance No. 8184, for any new residential construction within the planning area.

**ST-R2** RESIDENTIAL NEIGHBORHOODS THAT ARE NOT PART OF THE PORT OF SEATTLE'S ACQUISITION PROGRAM SHOULD BE PROTECTED FROM FURTHER IMPACTS RESULTING FROM ADJACENT NON-RESIDENTIAL USES.

**ST-C13** ADEQUATE LANDSCAPING AND SCREENING OF NON-RESIDENTIAL USES THAT FACE OR ABUT RESIDENTIAL USES IS ENCOURAGED.

**ST-R3** IN ORDER TO MINIMIZE ON- AND OFF-SITE IMPACTS TO ADJOINING RESIDENTIAL NEIGHBORHOODS, NON-RESIDENTIAL USES SHOULD USE A RANGE OF MITIGATING FACTORS SUCH AS: SITING OF WORK AREAS, HOURS OF OPERATION, AND LIMITING OPERATIONS AFTER DUSK.

**ST-R4** USES OF PORT OF SEATTLE ACQUISITION AREAS AND OTHER LANDS IN THE SEA TAC AREA SHOULD ENHANCE THE RESIDENTIAL CHARACTER OF THE REMAINING NEIGHBORHOODS.

Policies ST-R2 through ST-R4 seek to provide existing residential areas within and adjacent to the planning area sufficient mitigation from adjoining more intensive, non-residential areas. As manufacturing, office and industrial uses develop, adequate measures for reducing their impacts on adjacent residential areas should be instituted as part of the County's permit review process to ensure consistency with Sea Tac Update policies.

**ST-R5** IN ORDER TO MAINTAIN THE RESIDENTIAL CHARACTER OF THE NORTH HILL NEIGHBORHOOD, OFFICE USES SHOULD BE CONFINED TO THE AREA EAST OF EIGHTH AVENUE SOUTH AND NORTH OF SOUTH 193RD STREET (IF EXTENDED). NO EXPANSION OF NON-RESIDENTIAL USES BEYOND THE AREA IDENTIFIED BY THIS POLICY CAN OCCUR.

West of Eighth Avenue South is an established residential neighborhood. This update is proposing future office use for the area east of Eighth Avenue South. Additional office use outside of the confined area identified in Policy ST-R5 should not be allowed. This update recognizes that more office use would have significant negative impacts on this

residential neighborhood not provided for by this document. This update recommends no future expansion of office uses beyond the area identified in Policy ST-R5.

## **MOBILE HOMES**

The 1977 Highline Community Plan (HCP) noted the popularity of mobile homes in the Highline area and the shortage of new spaces for manufactured housing. As recommended in the HCP, revisions to the King County Zoning Code were made that allow mobile homes in the full range of multifamily zones.

Several mobile home parks, including approximately 250 to 300 mobile homes, are located in the Sea Tac planning area in the vicinity of 28th Avenue South. This area is not suitable for residential development because of aircraft noise, and the update designates the area as suitable for business park uses. The mobile home park area will also be affected by proposed transportation improvements, including the SR-509 extension and the anticipated Road Improvement District project.

Mobile home displacement due to land use changes is an important issue and has been addressed by legislation in Washington and other states. Washington State law requires park owners to give residents a one year no-fault eviction if a park sells or converts to other uses. Recent Florida legislation requires relocation assistance by park owners to mobile home owners displaced by land use changes.

Displaced mobile home owners often find it difficult to relocate. Some mobile homes are unable to withstand a move because of age or condition, and the cost of moving a mobile home runs between \$2,000 - \$5,000. Spaces in developed suburban areas are in short supply and some parks have restrictions on the type of home or household allowed. For example, parks may permit only double-wide mobile homes or allow only adults.

Noise insulation is required for new residential construction in the Sea Tac area, but efficient noise insulation techniques are not widely available for mobile homes at the present time. The Citizens Advisory Committee was particularly concerned that the same noise standards be applied to mobile homes and fixed structures so that mobile home residents would have the same protection from aircraft noise. Though this update designates the area now occupied by mobile home parks for non-residential uses, it also recognizes manufactured home living as an important affordable housing choice that should be encouraged in locations that are not severely affected by aircraft noise.

**ST-R6 MOBILE HOMES MEETING APPLICABLE NOISE INSULATION REQUIREMENTS ARE REAFFIRMED AS AN IMPORTANT SOURCE OF AFFORDABLE HOUSING. AS LAND USE CHANGES OCCUR, PUBLIC AND PRIVATE EFFORTS TO MAINTAIN A RANGE OF AFFORDABLE HOUSING CHOICES SHOULD BE ENCOURAGED.**

The Sea Tac Area Update proposes the following guidelines to address the issue of displaced mobile home residences:

- ° The Affordable Housing Policy Plan includes a provision for a growth related development fund financed by tax revenue increases when property values rise through redevelopment. The update supports Sea Tac area relocation assistance for low income residents displaced by land use changes as a pilot project for a growth related development fund.
- ° The Housing Authority of King County should be encouraged to reserve a percentage of spaces in its new mobile home parks for displaced residents.

- ° This update supports continued consideration by the state legislature of measures that address the issue of mobile home displacement due to land use changes.

**ST-R7** KING COUNTY SHOULD WORK WITH THE PORT OF SEATTLE, OTHER PUBLIC AGENCIES AND PROPERTY OWNERS TO DEVELOP A RELOCATION ASSISTANCE PROGRAM FOR MOBILE HOME PARK TENANTS IN THE SEA TAC AREA. THE PROGRAM SHOULD PROVIDE FUNDING FOR RELOCATION COSTS AND NEW PARK DEVELOPMENT, AND SHOULD ESTABLISH ANY DEVELOPMENT PHASING CONDITIONS NEEDED TO ASSURE THAT ASSISTANCE WILL BE AVAILABLE TO MOBILE HOME PARK RESIDENTS.

**ST-R8** PROPERTIES CONTAINING MOBILE HOME PARKS LOCATED AT 28TH AVENUE SOUTH BETWEEN SOUTH 200TH AND SOUTH 208TH STREETS SHOULD BE RECLASSIFIED TO RESIDENTIAL MOBILE HOME PARK (RMHP). THIS PLAN RECOGNIZES THAT THIS AREA IS SUITABLE FOR FUTURE BUSINESS PARK DEVELOPMENT IF AND WHEN A RELOCATION ASSISTANCE PROGRAM OR OTHER COMPARABLE MEANS EXISTS FOR THE DISPLACED MOBILE HOME PARK TENANTS.

**ST-R9** BEFORE THE 28TH AVENUE SOUTH PROPERTY CONTAINING MOBILE HOME PARKS CAN BE RECLASSIFIED TO MANUFACTURING PARK (MP-P) TO ALLOW BUSINESS PARK DEVELOPMENT, A RELOCATION ASSISTANCE PROGRAM OR OTHER COMPARABLE MEANS TO RELOCATE TENANTS SHOULD EXIST. A RELOCATION ASSISTANCE PROGRAM SHOULD ALLOW FLEXIBILITY IN HOUSING OPTIONS FOR DISPLACED TENANTS AND SHOULD MEET THE FOLLOWING CRITERIA:

1. HAVE OPTIONS FOR RELOCATION FUNDING, AND
2. HAVE OPTIONS FOR NEW MOBILE HOME SITES, INCLUDING POTENTIAL NEW PARK DEVELOPMENT. NEW SITES SHOULD BE:
  - A. LOCATED NO MORE THAN 15 MILES FROM SEA TAC;
  - B. LOCATED WITHIN AN URBAN AREA AND COMPATIBLE WITH SURROUNDING LAND USES;
  - C. RENTED FOR NO MORE THAN AVERAGE MARKET PAD RENT BASED ON U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FAIR MARKET RENT FOR MOBILE HOME PARKS; AND
  - D. LOCATED WITHIN ONE QUARTER MILE OF PUBLIC TRANSIT AND CLOSE TO SHOPPING.

The policies will be implemented by the use of the RMHP zone on the existing mobile home parks with a potential MP-P zone. A P-suffix condition will be added to the potential zone that states that this area is recognized as suitable for business park development in the future but the tenants of the mobile home park must be assisted before development can occur.





## **X. CULTURAL RESOURCES**

### **HERITAGE SITES**

The 1985 King County Comprehensive Plan recognized the importance of preserving heritage sites as a way of maintaining aesthetic and cultural diversity. Heritage sites can include historic residences and commercial buildings, sites of historic events, and other buildings, districts and landscapes which have cultural, architectural, engineering, geographical, or archeological interest and importance.

The 1977 Highline Community Plan recognized the preservation of features having historic or community significance was a means of strengthening community identity. The Citizen Advisory Committee reaffirmed this goal and, working with the planning staff, has developed policies to further this intent.

In 1976, King County adopted a series of policies which directed the County to list heritage sites of known or potential historic significance within a planning area during the community planning process (Ordinance #2991). The County later adopted the Landmarks Preservation Ordinance (#4828) which established the Landmarks Commission as the authority to designate and protect heritage sites as King County or community landmarks. A site may be designated once it meets the criteria listed in Ordinance #4828 (See Appendix E). Once a site has been designated as a King County landmark, a Certificate of Appropriateness is required before any type of alteration or demolition may take place.

The Historic Sites survey, conducted in 1977, identified 542 historic sites throughout the County. Since that time the survey has been updated to include information on over 800 sites, in addition to the sites which are listed as landmarks in the King County Register of Historic Places. Currently there are six sites in the Sea Tac Update planning area from the survey, one of which has been designated as a landmark. (See Historic Sites Map.) These sites are listed at the end of this chapter.

**ST-CR1 THE PRESERVATION, RESTORATION, AND ADAPTIVE USE OF HISTORIC SITES SHOULD BE ENCOURAGED TO RETAIN TANGIBLE REMINDERS OF THE COMMUNITY'S HISTORY.**

Policy ST-CR1 establishes a general policy for historic preservation in the update area. It is consistent with current County policies established through the Landmarks Preservation Ordinance, #4828, and Heritage Sites as Open Space, Ordinance #2991.

To further provide protection and guidance on development in and around heritage sites, the following policies, which are consistent with the 1985 Comprehensive Plan, should be recognized.

**ST-CR2 NEW DEVELOPMENT, INCLUDING ROAD CONSTRUCTION AND WORK IN STREAM CORRIDORS ADJACENT TO LANDMARKS, LANDMARK SITES OR ARCHEOLOGICAL SITES, SHOULD RETAIN AND ENHANCE THE HISTORIC FEATURES OF THE LANDMARK TO THE GREATEST EXTENT POSSIBLE. SUCH DEVELOPMENT SHOULD ALSO BE COMPATIBLE IN SCALE WITH THE LANDMARK WHENEVER POSSIBLE.**

**ST-CR3 DEVELOPMENT OF PARKS, TRAILS AND OPEN SPACE TYPE USES SHOULD BE COORDINATED WITH THE PRESERVATION, RESTORATION AND USE OF HISTORIC SITES.**

These policies may be implemented in several ways. The sites can be recommended for nomination to the National and State Registers of Historic Places. They can also be recommended for designation as County and community landmarks contingent upon action by the King County Landmarks Commission. Also, zoning tools, such as requiring a site plan review prior to issuing building permits, can be used to protect historic sites.

**ST-CR4 INCENTIVES SHOULD BE PROVIDED FOR THE PRESERVATION, RESTORATION AND ADAPTIVE USE OF HISTORIC SITES WHICH MEET NATIONAL, STATE OR COUNTY CRITERIA FOR DESIGNATION.**

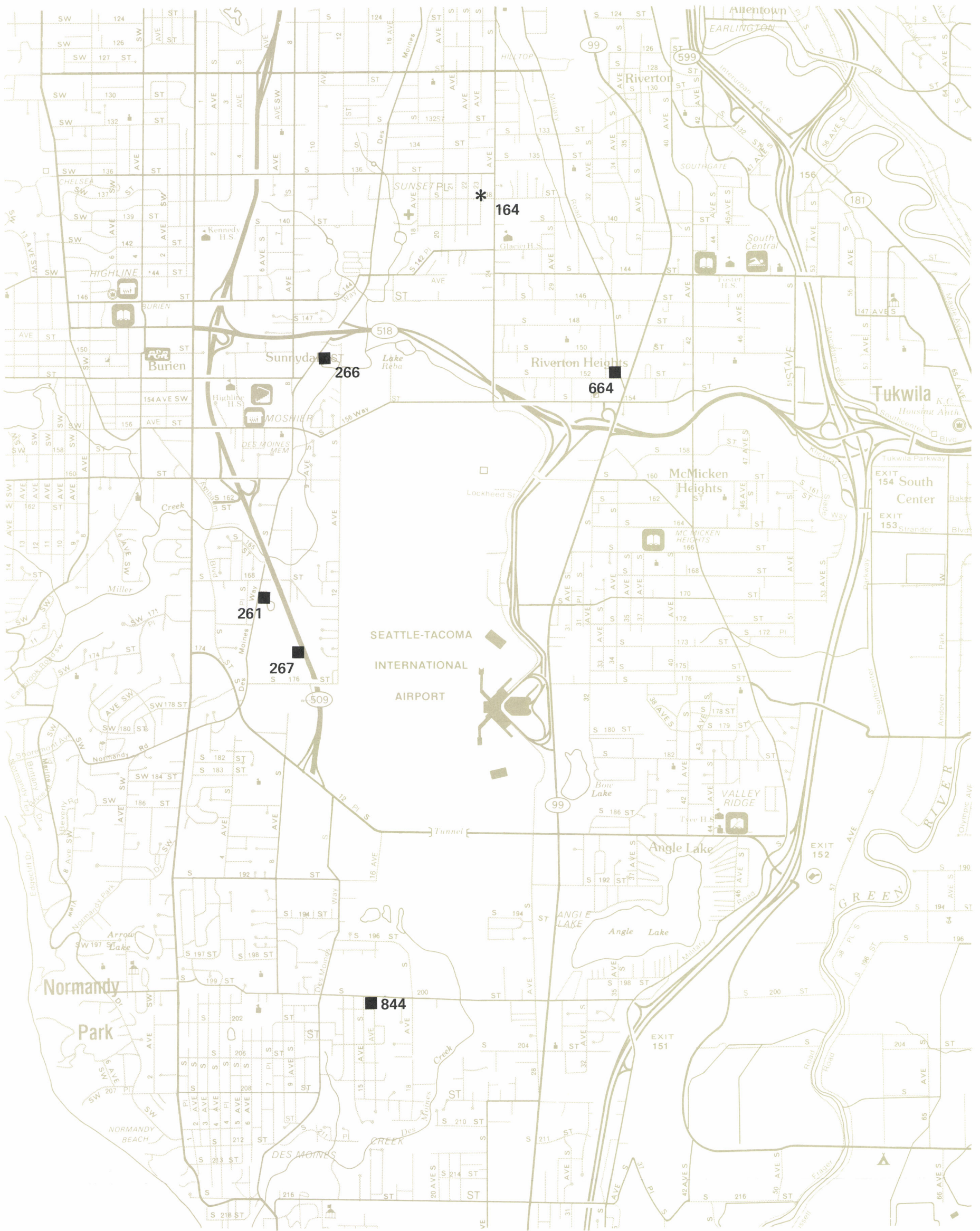
In addition to the protection of the heritage sites, federal, state and local governments should remove development policies and regulations that permit destruction. Programs should be developed to provide incentives for owners to improve and maintain older structures. Measures such as tax policies, zoning, loans, and grants are needed to encourage owners to maintain and rehabilitate historic sites.

**ST-CR5 KING COUNTY SHOULD WORK WITH RESIDENTS, PROPERTY OWNERS AND COMMUNITY GROUPS AND OTHER AGENCIES TO IDENTIFY, EVALUATE AND PROTECT HISTORIC SITES IN THE SEA TAC AREA.**

The Citizen Advisory Committee recognized that the need to update the list of historic sites was necessary. This is especially important in Sea Tac, where the level of development activity is fairly constant and opportunities to preserve historic sites should be encouraged.

To protect the heritage sites within the Sea Tac Update, the "P" suffix zoning tool will be used to apply development conditions consistent with the County's historic policies. The "P" suffix designation appears on the detailed adopted area zoning maps and establishes the following conditions of site plan approval for properties that are heritage sites:

1. A SEPA (State Environmental Policy Act) environmental checklist should be prepared for all historic properties identified by a P-suffix. (Historic resources are considered environmentally sensitive and therefore are not categorically exempt from threshold determinations and environmental impact statement requirement of the State Environmental Policy Act.)
2. All permit applications and site plans shall be circulated to the King County Historic Preservation Office for comment on the impacts of the project on historic resources. This includes all permits for the following types of action: alterations to the exterior of historic buildings, new construction on the same lot or adjacent lots under the same ownership or any other action requiring a permit which might affect the historic character of the sites.
3. The Historic Preservation Officer will provide information about grant assistance and tax incentives for historic preservation. He/She could also provide the owner, developer, or other interested parties with examples of comparable projects where historic structures have been restored or treated on a profit making basis.
4. The Historic Preservation Officer may also propose that a site be considered for King County landmark designation according to the procedures established in the Landmarks Ordinance (#4828). The ordinance provides that, based on a preliminary evaluation, sites which appear to meet the criteria for designation shall be for a



## HISTORIC SITES

- \* King County Community Landmark
- King County Survey File



# SeaTac

## Area Update



1/2 0 1/2 1 Mile



King County Planning and  
Community Development Division  
1987





period of up to six months, provided the same protection as if designated as a King County Landmark. A Certificate of Appropriateness would be required before making significant changes to the site. If the site is later designated as a King County Landmark, the Certificate of Appropriateness becomes a permanent requirement.

### Inventory of Historic Sites

<u>Historic Name</u>	<u>Date</u>	<u>King County Survey File No.</u>
Morasch House*	1909	#164
Vacca Farm	1915	#266
Wood's House	1890s	#261
Pepplow	1890	#267
L. Mayer Residence	1935	#664
Hillgrove Cemetary	1900s	#844

### Sites for Future Survey Work

- ° Des Moines Memorial Drive
- \* Community Landmark

## **ARTS**

Southwest King County, and in particular the Sea Tac/Highline area, is lacking in cultural facilities and amenities, due in part to the lack of professionally staffed and active community arts councils or organizations. The Sea Tac Arts Council sponsors community arts events and programs, but its present facility does not conform to airport land use guidelines. Highline Community College has been generous in opening its performances to the surrounding community, but its physical plant is used at capacity. Visual arts and performing arts facilities for temporary exhibits or performances do not exist. Public schools, libraries and parks offer locations for activities with minimal technical requirements and those that may be subject to cancellation due to bad weather. The following policy from the Commercial/Industrial chapter recognizes the opportunity to include visual art in new commercial development.

**ST-CI10** SPACE IN BUSINESS PARK DEVELOPMENT SHOULD BE ALLOCATED FOR OPEN SPACE (EXCLUDING PARKING) AND MIGHT INCLUDE LANDSCAPING, WATERCOURSES, PATHS, SITES FOR FOUNTAINS OR OTHER OUTDOOR WORKS OF ART, OR OTHER VISUAL/ENVIRONMENTAL FEATURES.

Studies have shown that open spaces with public art can: provide a sense of community identity and pride; be accessible to all ages, cultural groups and tastes; and enhance the quality of life of the surrounding neighborhood. Care should be taken to provide an opportunity to present the highest quality work by professional artists.

**ST-CR6** WHERE POSSIBLE, ARTISTS SHOULD WORK IN A DESIGN TEAM APPROACH WITH ARCHITECTS AND LANDSCAPE ARCHITECTS TO ENHANCE THE OPPORTUNITIES FOR INCORPORATION OF VISUAL ART OR INTERESTING AND ORIGINAL DESIGN ELEMENTS INTO THE ENVIRONMENT.

A guiding principal in planning open space with public art components is that the entire design must be integral to its site. The design team approach affords the opportunity to investigate the community: the area surrounding the site, the history and outlook of the citizens. With a design team consisting of artists, design professionals and community representatives, the most appropriate concepts and art works can be examined for inclusion into the physical environment of the area. Artists' work in concrete walls and paths, fencing, tables, benches, lighting and refuse receptacles may be included in the overall landscape design, thus leading to an exciting and inviting destination. The following Commercial/Industrial chapter policy supports integrating cultural amenities into business park area development.

**ST-CI11** THE BUSINESS PARK AREA IN SEA TAC SHOULD BE A COMMUNITY AS WELL AS A REGIONAL RESOURCE. COMPONENTS OF THE BUSINESS PARK THAT WOULD ENHANCE THE SEA TAC COMMUNITY'S CULTURAL CLIMATE SHOULD BE ENCOURAGED. WHERE POSSIBLE, COVERED AREAS TO EXHIBIT ARTWORK SHOULD BE ENCOURAGED.

Visual arts exhibition places such as galleries and museums are lacking in the immediate area. Business or retail areas can include covered exhibition spaces as a service to area arts groups, both professional and nonprofessional. Walls with features for hanging art (fabric or paintable plaster/wood surfaces) or cases/stands/raised platforms for 3-dimensional work or crafts can be designed into both the interior and exterior spaces at little additional cost. Such amenities would draw the community to the area and make use of the space in off-business hours such as evenings and weekends.

**ST-CR7** LONG TERM PLANNING TO DEVELOP A PERMANENT, FULL SERVICE PERFORMING ARTS CENTER SHOULD BE ENCOURAGED.

A full service performing arts center is needed in the Sea Tac area. The center should be easily accessible by the residents and preferably located near other services, such as the retail and restaurant areas. If possible, major renovation of an existing facility should be pursued if the location conforms to airport land use guidelines. A full service performing center should include fixed and sloped seating, stage surface for dance, lighting, curtain and wings for the stage, dressing rooms, rehearsal/warm-up area and lobby with ticket booth. If a resident performing company is chosen to occupy the space, care should be taken so that other organizations could also have access to the space.

## **XI. SPECIAL RECOMMENDATIONS**

Special recommendations are Countywide or community-wide in application and are beyond the scope of the Sea Tac Area Update. In some cases County or state legislative actions may be necessary in order to implement a recommendation.

### **Special Recommendation 1**

**KING COUNTY AND THE PORT OF SEATTLE SHOULD INFORM AREA RESIDENTS OF PROPOSALS FOR CAPITAL PROJECTS AND FUNDING OPPORTUNITIES FOR COMMUNITY DEVELOPMENT PROJECTS.**

This Citizens Advisory Committee (CAC) recommendation is based on the community's need to be informed about major projects occurring within or near their neighborhoods. Major projects are those that would have either a Mitigated Declaration of Non-Significance (MDNS) or a Declaration of Significance (DS) under the state's SEPA guidelines. If a project was so declared, environmental impacts on the community are likely. The County and Port of Seattle should notify the neighborhoods which would likely be impacted by these projects.

Another suggestion by the CAC was to enlarge the current code development permit and rezone application notification boundary to include more property owners. The current requirement is for notification to be sent to property owners within 500 feet of a proposal. No specific distance was proposed by the CAC.

Special Recommendation 1 encourages the County and the Port to provide information on how to secure funds for community development projects. The Parks, Planning and Resources Department currently provides Block Grant assistance and technical assistance in securing funding for community projects. The competition for federal and state dollars is great, however. King County, especially, should consider expanding its technical assistance services to communities seeking funding.

### **Special Recommendation 2**

**THE APPROPRIATE JURISDICTIONS SHOULD IMPROVE SECURITY MEASURES IN UNDEVELOPED PUBLIC-OWNED PROPERTIES IN THE SEA TAC AREA TO DISCOURAGE UNAUTHORIZED USES THAT DISRUPT ADJOINING NEIGHBORHOODS (SUCH AS DUMPING AND MOTORCYCLE RIDING).**

Residential areas around Sea Tac Airport have been purchased as part of the Port of Seattle's Noise Remedy Program. A undeveloped King County park (Des Moines Creek Park) is immediately south of the airport. Both Port and County land, which is adjacent to other residential neighborhoods, have experienced inappropriate uses occurring on them. The Citizens Advisory Committee would like King County and the Port of Seattle to agree on security measures and enforcement to discourage uses which are loud and disruptive to their neighborhoods, or which pose a safety and health hazard.

### **Special Recommendation 3**

**RESPONSIBLE JURISDICTIONS SHOULD WORK TOGETHER AND WITH COMMUNITY RESIDENTS TO SPONSOR CLEAN-UP ACTIVITIES IN THE SEA TAC AREA.**

This Citizens Advisory Committee recommendation encourages co-sponsoring with local jurisdictions clean-up activities for the Sea Tac community. Enlisting the aid of local jurisdictions often means the difference in whether or not a clean-up activity is successful. King County has in the past sponsored a number of community clean-up activities. These activities included clean-up of park land, streams and creeks, and other public and private areas. Special Recommendation 3 is aimed at continued cooperation between King County and the Sea Tac community as well as encouraging other jurisdictions to participate in clean-up events.

#### Special Recommendation 4

**TRUCK ROUTE SIGNING PROGRAM:** The King County Department of Public Works should pursue a program which establishes guidelines and costs associated with identifying, signing, and enforcing truck routes in the Sea Tac area. The truck route would serve to direct truck traffic to desired routes while keeping it away from residential local access streets and pedestrian areas.

#### Special Recommendation 5

**DEVELOPMENT CONTROL ALONG HIGHWAY 99:** King County should establish site development criteria for both sides of State Route 99. The site development criteria should include guidance for the size, type and placement of signs, require curbs and sidewalks, establish the type and amount of landscaping and provide more orderly parking. State Route 99 site development criteria should be a part of the scope of any future Highline Community Plan Update.

#### Special Recommendation 6

**REDUCE PARKING LOT COVERAGE:** King County should develop programs and/or revise the County Code to reduce the amount of land which is covered by parking lots. One example would be establishment of maximum and minimum parking space to building size ratios.

The Sea Tac area is a major destination point for travelers from throughout the Northwest. It is also experiencing commercial and industrial expansion. This plan calls for more intensive office park development. The amount of land being consumed for parking is extensive. Parking lots are visually unappealing, consume a large amount of the developable site and dramatically increase impervious surface.

This update encourages the development of a King County Transportation System Management (TSM ordinance). A TSM would allow developers to reduce the amount of parking they would be required to provide if they participated in an TSM program. An TSM could provide a reduction in the number of parking spaces for a corresponding number of spaces set aside for ride sharing (car pooling), van pools, shared (day/night) establishment parking, provisions for bicycle or provisions for public transportation.

King County should investigate Code revisions that would encourage multi-storied parking facilities. These revisions, if feasible, would reduce the percentage of land being used for parking (see Chapter II, Policy ST-U5).

#### Special Recommendation 7

**SIGNAGE CONTROL:** CAC and planning staff support controls which would limit future signs (billboards) and off property advertising. Subsequent to CAC and planning staff discussions on this issue, the King County Executive directed the Department of Parks, Planning and Resources to develop a sign control ordinance. CAC and planning staff have identified appearance, safety and sight clearance as factors which should be incorporated into a new sign control ordinance.

#### Special Recommendation 8

**INVESTIGATION OF TUB LAKE:** The relative water quality of Tub Lake is not known. The Sea Tac community has identified Tub Lake as potentially suitable for public recreation. The planning staff and CAC recommend that Seattle King County Health Department or other responsible agency, investigate Tub Lake to determine if the water and lake sediments are hazardous to public health and safety.





## **APPENDICES**



# APPENDIX A

## UPDATED POLICIES

General and Airport Land Use	OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
	Resolve the uncertainty connected with noise impact.	Modify	ST-A1 The Port of Seattle, King County and other responsible jurisdictions should continue to address the impact of airport operations on the surrounding area.
			ST-A2 If the Port of Seattle Commission determines the necessity to develop runway capacity west of the existing main runway, King County will immediately initiate a land use review of those portions of the Sea-Tac Area Update or Highline Community Plan Areas likely to be affected.
	The airport acquisition areas should be primarily open space, put to community multiple use.	Modify	ST-A3 Land uses in the acquisition areas should reflect a balance of: a) support for airport activities; b) open space and recreation; c) compatibility with the surrounding community; and d) economic development.
	Development of the South Acquisition Area should stress open space and recreational uses that contribute to the dominance of a natural, rural, and greenbelt character.	Incorporate into ST-A2	
	Blend the Airport and its surroundings.	Delete - concept is better addressed through Development Conditions	

**General and  
Airport Land  
Use  
(continued)**

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
Air carrier cargo/maintenance development on the west side of Sea Tac will be limited to the area south of South 176th Street.	Delete - airport land use operations are addressed by POS Master Plan	
		ST-A4 Land uses in airport clear zones will conform to Federal Aviation Administration (FAA) regulations which prohibit structures in runway clear zones.
The Port and King County should assume an active, positive role in planning for and stimulating local community and economic development.	Modify	ST-U1 The Port and King County should assume an active, positive role in enhancing local community image and plan for compatible economic development.
		ST-U2 Efforts to improve the image of State Route 99 in the Sea Tac area should be encouraged through undergrounding utilities, landscaping and signage conditions for future development or redevelopment.
Site planning and design for the Expanded Services Complex should include, wherever possible, the privately owned land of the Southeast Conversion Area.	Modify - split into two policies: ST-U3, ST-U4	ST-U3 Development of public and private property should be coordinated in order to maintain a consistent level of quality.
		ST-U4 Site planning is encouraged for all new development in the Sea Tac area.
		ST-U5 Parking structures should be encouraged in parking lot developments or expansions and given development incentives.
		ST-U6 Encourage joint utilization of parking within business areas.

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
<b>General and Airport Land Use (cont)</b>  Recognize freeways and major arterials as potential barriers between neighborhoods and different land use areas.	Modify	ST-U7 Recognize that freeways and major arterials divide existing neighborhoods; freeways may be used as barriers between different land use areas.
<b>Commercial/Industrial</b>  Development of the manufacturing and water reservoir sites should be accompanied by landscaping designed to visually screen the sites.	Delete - covered by: ° Landscape Ordinance (#2151) ° Comprehensive Plan Policy CI-231	
Manufacturing and office uses should complement the character of surrounding development and avoid the prevailing environment.	Delete - covered by: ° Landscape Ordinance (#2151) ° Comprehensive Plan Policy CI-231	
A variety of retail, trade, service and commercial uses should be encouraged to locate within existing business concentrations or logical extensions of existing centers.	Delete - covered by Comprehensive Plan Policies CI-108 and CI-201	
Encourage the use of the "99 Strip" to be devoted primarily to the "immediate" needs of air passengers.	Delete - due to negative wording and current land use designation	
Land Use changes in identified conversion areas shall be subject to the approval of planned unit development or similar development conditions.	Modify	ST-CI1 A quality commercial environment in the Sea Tac area should be attained by development requirements including: ° Adequate off-street parking should be provided;



OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		<ul style="list-style-type: none"> <li>Landscaping will be required on all proposed development;</li> <li>Measures to control surface water runoff should be developed and implemented;</li> <li>Provide pedestrian facilities as linkages between adjacent commercial developments; and</li> <li>A site plan is required for all proposed development.</li> </ul>
Manufacturing and industry uses within the Sea Tac Communities should be directed to locate within the Southwest Conversion Areas.	Modify, covered in part by Comprehensive Plan Policies CI-201, CI-202, CI-228 and CI-106	ST-CI2 Manufacturing, commercial and office uses within the Sea Tac Area should be concentrated and located in specific areas to improve the provisions of services and protect existing residential areas.
Light manufacturing and office use should be allowed within a circumscribed portion of the north acquisition area.	Incorporated into ST-CI2	ST-CI3 Adequate landscaping and screening of non-residential uses that face or abut residential uses is encouraged.
		ST-CI4 Manufacturing, commercial and office development within the Sea Tac Urban Activity Center should occur concurrently with necessary road and drainage improvements to reduce impacts on nearby residential areas.
		ST-CI5 The Solid Waste Division should work with the commercial and industrial businesses in the Sea Tac area to develop programs which will help in waste reduction.

Commercial/  
Industrial  
(continued)

ST-C16 Major developments (larger than one acre) should incorporate an open space concept into their site plans.

ST-C17 Business Park development is desirable in the Sea Tac area. The Business Park should have high development and operational standards which foster opportunities to:

- generate a diverse job base;
- accommodate high concentrations of people such as employees and visitors;
- create functional and aesthetically pleasing public/private open space;
- provide safe pedestrian access between uses; and
- encourage office, hotel and light industrial uses.

ST-C18 Entry streets in business park developments should provide a sense of gateway by appropriately using landscaping, trees, lighting, walkways, and signs.

ST-C19 Adjacent major developments should link open space and make it accessible to the public.

ST-C110 Space in business park development should be allocated for open space (excluding parking) and might include landscaping, watercourses, paths, sites for fountains or other outdoor works of art, or other visual/environmental features.

**Commercial/  
Industrial  
(continued)**

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-CI11 The business park area in Sea Tac should be a community as well as a regional resource. Components of the business park that would cultural climate should be encouraged. Where possible, covered areas to exhibit artwork should be encouraged.
		ST-CI12 Office Park development in the Sea Tac area should be designed and scaled in a way that it is compatible with surrounding single family neighborhoods.
		ST-T1 Solutions to South Sea Tac Area problems should minimize the growth in traffic volumes on S 188th St. and S 200th St. between SR-99 and I-5.
		ST-T2 Protect existing neighborhood streets from large influxes of non-local traffic.
		ST-T3 Coordinate planning and work programs between jurisdictions and the private sector to develop an integrated transportation network, including a SR-509 extension to I-5, a south access from Seattle-Tacoma International Airport, a business park access road (RID), the First Avenue South bridge and transit.

**Transportation**

Solutions to airport traffic problems should, to the greatest possible extent, be designed to minimize the growth in traffic volumes on S 188th St. between Highway 99 and Interstate 5.	Modify - to reflect CAC's concern with S 200th St.
Considerations for transportation and land use should, irrespective of jurisdiction, seek to fulfill the intent of the south Sea Tac access concept.	Modify - to clarify what major projects are needed
King County, Port of Seattle, and the State Highway Department must coordinate their planning and work programs for the S 188th St. corridor. Traffic growth should be monitored and improvements made as necessary.	Incorporate into ST-T3

**Transportation  
(continued)**

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
The issue of south airport access and congestion at the Hwy. 99/ S 188th St. intersection should be re-examined, and the currently proposed solutions re-evaluated.	Delete - update study fulfills this intent and is covered in part by ST-T3	
Encourage final determination of the terminus of the SR-509 route with immediate emphasis on completion to S 188th St. and improvements to the 1st Avenue South Bridge corridor.	Modify	ST-T4 Encourage final determinations on the SR-509 connection to I-5 and major improvements to the First Avenue South bridge corridor.
		ST-T5 Access to frontage properties along major arterials should be consolidated.
		ST-T6 Work with Washington State Department of Transportation to improve westbound access onto SR-518 from areas north of the airport.
		ST-T7 Improve local Sea Tac transit service, especially in east and west directions.
		ST-T8 Provide good transit connections between major employment and commercial centers.
		ST-T9 Encourage the development and use of higher occupancy travel modes (light rail, bus, carpools, etc.) over single occupant vehicles by increasing coordination efforts between Metro, public agencies and the private sector.

Transportation  
(continued)

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-T10 The Port of Seattle should work with Metro to provide convenient transit stop location(s) and should include a location for access for high capacity transit at Sea Tac Airport.
		ST-T11 Improve bicycle access and safety throughout the Sea Tac area and provide new bicycle facilities when new roads are constructed or existing roads improved.
		ST-T12 Improve pedestrian access and safety throughout the Sea Tac area and provide new pedestrian facilities when new roads are constructed or existing roads improved.
		ST-T13 Integrate bicycle, pedestrian, transit, and street systems to emphasize easy transfer between different modes of transportation.
An extended 12th Ave. S should connect with S.R. 518 in order to serve traffic destined for the eastbound lanes of the freeway, replacing the existing on-ramp from Des Moines Way S.	Delete	
12th Ave. S should serve as the major north-south road within the west side conversion area.	Delete	
S 160th St. should serve as the major east-west road connecting Burien and the west side.	Delete	

Transportation  
(continued)

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-T14 Encourage construction of new highway facilities only when non-construction alternatives fail to provide adequate levels-of-service.
		ST-T15 Emphasize operational projects to improve circulation and maximize the efficiency of the existing system.
		ST-T16 Identify, sign, and enforce truck routes which can efficiently carry commercial and truck traffic on arterials and highways to minimize the impact on residential neighborhoods.
Public improvements of Des Moines Memorial Drive, between S 128th and Ambaum Boulevard, should focus on preservation and appropriate replacement of memorial elm trees, landscaping treatment, historical designation, and provision for pedestrian and bicycle travel.	Modify	ST-T17 Continue to work for the completion of projects on Des Moines Memorial Drive recommended by the Des Moines Memorial Drive Committee.
Initiate coordination of all major terminal curb users with primary emphasis on the reduction of the "single user" and to facilitate mass transit access.	Modify	ST-T18 Continue the coordination of all major airport terminal curb users (vehicles picking up and dropping off passengers) with primary emphasis on the reduction of congestion.



**Natural  
Resources and  
Open Space**

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-NR1 Public and/or private efforts to restore Miller and Des Moines Creeks to levels which support fish habitat should be encouraged.
		ST-NR2 Surface water runoff should be managed in a way that avoids environmental degradation to Miller and Des Moines Creeks.
		ST-NR3 Drainage facilities, recommended in the Sea Tac Communities Plan, Water Quality Analysis Report, which control flooding and do not degrade streams or instream resources should be implemented.
The area surrounding Tub Lake should be a wetland preserve; development for community recreation should allow for only the Miller Creek footpath and, if suitable, a public swimming area.	Modify into two policies: ST-NR4 to foster environmental protection; ST-NR5 to foster multiple use of natural resource lands	ST-NR4 The area surrounding Tub Lake should be a wetland preserve.
		ST-NR5 Recreational uses of Tub Lake should occur only after it has been determined that public health and safety is not endangered by such uses.
		ST-NR6 Fuel, toxic chemicals, and other harmful substances should be stored in a manner that avoids surface and groundwater contamination.

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-NR7 The removal of vegetation along Des Moines and Miller Creek and wetlands in the Sea Tac area should be avoided.
		ST-NR8 Retain vegetation or require enhancement of vegetation with native species along Des Moines and Miller Creek and wetlands in new developments.
		ST-NR9 A comprehensive approach to managing storm water run-off for the proposed business park area between S 216th and S 192nd St. should be used. This management program should include: <ul style="list-style-type: none"> <li>a) A master drainage plan.</li> <li>b) During development review, treatment of the business park area development by the County as part of a comprehensive water management program.</li> <li>c) Improve an existing detention facility at S. 208th St., This facility would provide drainage control for the "south" component of the business park area.</li> <li>d) Development of a second detention facility north of S 204th St. This facility would serve the "north" component of the business park proposal.</li> </ul>

ST-NR9 continued

- e) Establishment of a grass-lined transmission system (channels) from both detention facilities which join together between the business park area and the scrub/shrub wetland adjacent to Des Moines Creek.
- f) Transmission by grass-lined channel of water from the two on-site detention facilities into the scrub/shrub wetland adjacent to Des Moines Creek.
- g) Enhancement of the scrub/shrub wetland with shallow and deep water marsh type vegetation to increase wetland capacity for bio-filtration.
- h) An enhanced wetland outlet to Des Moines Creek shall be designed as a diffuse spreader.
- i) Provision of drainage easements for all detention and transmission facilities.

ST-NR10 Surface/storm water from State Route 99 should be transmitted into the new north detention facility as well as into the existing south detention facility.

**Natural  
Resources and  
Open Space  
(continued)**

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-NR11 Design of future State Route 509 and the proposed road improvement district route should mitigate surface water impacts including disruption of any Surface Water Management program proposed or in operation.
		ST-NR12 Future development adjacent to streams should preserve an undisturbed corridor. Stream corridors should be applied based on the following guidelines: (See Plan text.)
		ST-NR13 Future development adjacent to wetlands should not degrade their natural hydraulic, wildlife or recreational functions. Future development adjacent to wetlands should provide an undisturbed buffer based on the following guidelines: (See plan text)
Incorporate the drainage holding ponds, water courses, and wetlands of Miller and Des Moines Creeks into a network of open space.	Modify - to call out potential multiple use of natural resource land	ST-NR14 Incorporate the drainage holding ponds, water courses, and wetlands of Miller and Des Moines Creek into a network of open space and appropriate recreation areas.
Use natural features and open space to separate different land uses and to define land use areas wherever possible.	No change - repeated in Sea Tac Update	ST-NR15 Use natural features and open space to separate different land uses and to define land use areas wherever possible.
Promote diversified and extensive open space systems.	Delete - covered by Comprehensive Plan Policies E-103, E-204, and E-105	
Preserve and protect the natural environment.	Delete - covered by Comprehensive Plan Policy E101	

**Veterans  
National  
Cemetery**

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-VA1 Alternate uses for the proposed Veteran's National Cemetery site should be considered if the Veterans' Administration has not received a partial or total appropriation for cemetery development within three years or no later than January 1, 1992.
		ST-VA2 If the provisions of policy ST-VA1 have not been met, the land use designation and zoning of the proposed Veterans National Cemetery site should be reviewed pursuant to the standards of K.C.C. 20.12.050 through K.C.C. 20.12.080. The Port of Seattle agrees to support the plan revision process and a citizen involvement component. King County agrees to complete the entire process no later than January 1, 1993.

## Parks

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
The intended use of Sunset Park should continue to be active recreation.	Modify	ST-P1 North Sea Tac Park should be developed in accordance with airport land use and safety guidelines prepared by the Federal Aviation Administration and California Department of Transportation Division of Aeronautics (1983), including the California "inner safety zone" and "outer safety zone" recommendations.
The Sunset and Boulevard Park School plants should be utilized as community facilities; integrated with the North Acquisition Area open space development.	Delete - covered by KC Comprehensive Plan policy F-119. Also, not consistent with airport land use compatibility guidelines	ST-P2 Park activities should minimize the impact of noise, security, lighting and traffic on adjacent neighborhoods.
Golf course access and parking should be located near the commercial concentration at the intersection of Des Moines Way South and S. 128th Street.	Modify - to reflect the results of the Revised North Sea Tac Park Master plan	ST-P3 Facilities that attract large assemblies of people will be discouraged in North Sea Tac Park by measures such as limiting spectator seating.
A portion of the north acquisition area should be preserved for development as a public golf course.	Incorporated into Policy ST-P3	
Shared use of the Boulevard Park Elementary School building for golf course clubhouse facilities should be examined.	Delete - not consistent with Highline School District plans; not consistent with airport land use compatibility guidelines	ST-P4 Active recreational facilities, specifically new athletic fields, shall be confined to the area north of South 136th Street.



**Parks**  
(continued)

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-P5 Park perimeter development including a perimeter trail system, fencing, and landscaping buffering shall be one of the first phases of development.
		ST-P6 Because the Sunset Activity Center's location does not conform to airport safety guidelines, its recreational activities should be relocated to another facility. The recreational activities may continue at the Sunset Activity Center, provided that public health and safety standards are maintained, until a new or renovated facility is available.
		ST-P7 King County should appoint a citizen committee to facilitate public input to the planning and design of North Sea Tac Park and a new or renovated facility to house recreational activities currently at the Sunset Activity Center.
A portion of the south acquisition land should be incorporated into Des Moines Creek Park.	Modify	ST-P8 King County should preserve the Des Moines Creek area, purchased with Forward Thrust funds for open space and recreation.
Within the South Acquisition Area, a community use reserve should be accessible to the medium density population adjacent on the east.	Modify	ST-P9 Portions of Port acquired land south of S 200th St. should be dedicated as open space for the enjoyment of local residents. Vehicular traffic should be prohibited from these open space areas.

## OLD SEA TAC POLICY

## POLICY REVIEW/ACTION

## SEA TAC UPDATE POLICY

### Residential

The area identified as the North Conversion Area should be encouraged to convert to medium density multifamily use with proper sound insulation.

Modify - area is slated to be acquired by the POS under the Noise Remedy Program

ST-R1 New residential development in the Sea Tac area should be properly sound insulated to achieve a level of 45 LDN within the structure consistent with the Uniform Building Code and other regulations.

Conversion of land uses within or near single-family residential areas should be accomplished through orderly transition programs.

Modify - covered in part by Comprehensive Plan Policies F-240, F-244, F-245

ST-R2 Residential neighborhoods that are not part of the Port of Seattle's Acquisition Program should be protected from further impacts resulting from adjacent non-residential uses.

ST-R3

In order to minimize on- and off-site impacts to adjoining residential neighborhoods, non-residential uses should use a range of mitigating factors such as: siting of work areas, hours of operation, and limiting operations after dusk.

Uses of noise impact acquisition areas should not further degrade the prevailing noise and air quality environment or residential character of surrounding neighborhood.

Modify - covered in part by Comprehensive Plan Policy CI-212

ST-R4

Uses of Port of Seattle acquisition areas and other lands in the Sea Tac area should enhance the residential character of the remaining neighborhoods.

**Residential**  
(continued)

OLD SEA TAC POLICY	POLICY REVIEW/ACTION	SEA TAC UPDATE POLICY
		ST-R5 In order to maintain the residential character of the North Hill neighborhood, office uses should be confined to the area east of 8th Avenue South and north of South 193rd Street (if extended). No expansion of non-residential uses beyond the area identified by this policy can occur.
		ST-R6 Mobile homes meeting applicable noise insulation requirements are reaffirmed as an important source of affordable housing. As land use changes occur, public and private efforts to maintain a range of affordable housing choices should be encouraged.
		ST-R7 King County should work with the Port of Seattle, other public agencies and property owners to develop a relocation assistance program for mobile home park tenants in the Sea Tac Area. The program should provide funding for relocation costs and new park development, and should establish any development phasing conditions needed to assure that assistance will be available to mobile home park residents.
		ST-R8 Properties containing mobile home parks located at 28th Avenue South between South 200th and South 208th

**Residential**  
(continued)

**ST-R8 (continued)**

Streets should be reclassified to Residential Mobile Home Park (RMHP). This plan recognizes that this area is suitable for future business park development if and when a relocation assistance program or other comparable means exists for the displaced mobile home park tenants.

**ST-R9**

Before the 28th Avenue South property containing mobile home parks can be reclassified to manufacturing park (MP-P) to allow business park development, a relocation assistance program or other comparable means to relocate tenants should exist. A relocation assistance program should allow flexibility in housing options for displaced tenants and should meet the following criteria:

1. Have options for relocation funding, and
2. Have options for new mobile home sites, including potential new park development. New sites should be:
  - a. Located no more than 15 miles from Sea Tac;
  - b. Located within an urban area and compatible with surrounding land uses;
  - c. Rented for no more than average market pad rent based on U.S. Department of Housing and Urban Development Fair Market rent for mobile home parks; and
  - d. Located within one quarter mile of public transit and close to shopping.

**Cultural  
Resources**

**OLD SEA TAC POLICY**

**POLICY REVIEW/ACTION**

**SEA TAC UPDATE POLICY**

ST-CR1 The preservation, restoration, and adaptive use of historic sites should be encouraged to retain tangible reminders of the community's history.

ST-CR2 New development -- including road construction and work in stream corridors -- adjacent to landmarks, landmark sites or archeological sites should retain and enhance the historic features of the landmark to the greatest extent possible. Such development should also be compatible in scale with the landmark whenever possible.

ST-CR3 Development of parks and trails, and open space type uses should be coordinated with the preservation, restoration, and use of historic sites.

ST-CR4 Incentives should be provided for the preservation, restoration and adaptive use of historic sites which meet national, state or county criteria for designation.

ST-CR5 King County should work with residents, property owners and community groups of other public agencies to identify, evaluate and protect historic sites in the Sea Tac area.

OLD SEA TAC POLICY

•  
POLICY REVIEW/ACTION

SEA TAC UPDATE POLICY

ST-CR6 Where possible, artists should work in a design team approach with architects and landscape architects, to enhance the opportunities for incorporation of visual art or interesting and original design and elements into the environment.

ST-CR7 Long-term planning to develop a permanent, full service performing arts center should be encouraged.

H:ST.AP





## **APPENDIX B**

### **SUMMARY MASTER PLAN FOR SEA TAC INTERNATIONAL AIRPORT Port of Seattle (September 1985)**

The Master Plan Update was completed in 1985 to update the on-airport portions of the Sea Tac/Communities Plan.

The Master Plan Update states "the primary role of the airport is to serve the traveling public and to promote trade by accommodating the air transportation needs of the region." The study also cites an equally important role is to serve as an international gateway for passengers and cargo.

Important policy assumptions upon which the Master Plan are based are:

- No new runways at Sea Tac would be considered.
- Sea Tac should continue to accommodate general aviation activity only to the extent that such activity supports its functions as the principal air carrier airport in the region.

Forecasts which are assumed in the Master Plan presume a level of 12.5 million annual passengers and 231,500 annual aircraft operations by the year 1988 and 21 million annual passengers and 295,000 annual aircraft operations by the year 2003.

Other important Master Plan assumptions are:

- It is assumed the airport will continue to be financially self-supporting. The primary sources of income will continue to be property rentals, parking and concession fees, government grants, and the aircraft landing fee, which is adjusted semi-annually to balance the Airport budgets.
- Potential alternative locations and facilities for regional and commuter airlines will be considered. Changes in space requirements resulting from such development will be considered.
- Aviation-related land uses serving air carrier activity will have the highest priority for all Port-owned Airport land.
- Undeveloped property with direct access to the airfield will be reserved for permanent uses requiring airfield access. Interim uses for such property are to be encouraged whenever possible.
- Extensive development of air carrier facilities on the west side will be preceded by the construction of an adequate ground transportation link from the terminal area to the west side for the use of airlines and Airport support which would otherwise have to cross two active runways.
- An airport viewing park on the west side of Sea Tac will continue to be provided for people interested in viewing aircraft operations.

The primary emphasis of the master plan update was the development of a plan to provide additional gates and terminal facilities. By assuming that no new runways are needed, the plan update does not deal with the complex land use tradeoffs that could be associated with unforeseen increases in airfield demand.

## **APPENDIX C**

### **PORT OF SEATTLE NOISE REMEDY PROGRAM**

In 1982, the Port Commission authorized a complete update of the Noise Remedy Program portion of the Sea Tac Communities Plan which was adopted in January 1985 by the Port Commission. The updated Noise Remedy Program calls for two kinds of measures:

- **Noise Abatement** - Efforts to reduce noise at the airport;
- **Noise Mitigation** - Efforts to reduce the effects of noise on neighboring homeowners, such as acquisition of homes or sound insulation.

The Noise Remedy Program will take place over the next 15 years or more, although many of the measures already are underway.

#### **NOISE ABATEMENT**

The goal of the noise abatement measures is straightforward: Reduce present and future noise at its source. This is accomplished through the use of on-airport and air traffic control measures such as:

- Explore limited rescheduling of short-haul nighttime flights.
- Limit military training activity.
- Use of navigational aids to help departing aircraft stay on the correct route. The FAA agreed and this measure is in effect.
- Use airport buildings as buffers. As Seattle-Tacoma facilities are expanded, remodeled or built, they will be situated, whenever possible, to act as noise barriers, protecting adjacent neighborhoods.
- Encourage airlines to tow airplanes during nighttime hours when repositioning them or moving the craft for maintenance.
- Continued use of noise monitoring system.

#### **NOISE MITIGATION**

The goal of the noise mitigation measures is to provide airport neighbors with the maximum possible relief from adverse present and future noise exposure. The targeted area is divided into three program areas, the boundaries of which are based on technical noise data.

##### **Acquisition Area**

This area, which is most impacted by noise, once contained about 1,400 homes. By 1991, all of these homes will have been purchased by the Port and all homeowners relocated, with Port assistance, to quieter housing.

### **Neighborhood Reinforcement Area**

This area includes approximately 2,900 single-family residences. Homeowners in this area are eligible for:

- ° Sound insulation. The Port of Seattle will pay 100% of the cost to acoustically insulate the home. In return for the insulation assistance, the homeowner will sign an avigation easement on their property. This grants the Port of Seattle the right to use the airspace over the home. Additionally, the Port may acquire avigation easements over structures not suited for the insulation remedies due to structural characteristics.
- ° Transaction assistance. After the home has been insulated by the Port of Seattle, the homeowner may apply for assistance in selling the dwelling for a fair market value. If the home does not sell within a specified period of time, as a last resort the Port may buy the home and then resell it on the open market.

### **Cost-Sharing Insulation Area**

This area encompasses approximately 7,000 single-family dwellings. Homeowners may apply for:

- ° Sound insulation. The Port will pay 50% of the costs to insulate the home. Again, an avigation easement would be provided to the Port in exchange for the remedy assistance.

In addition to the measures described here, the Port is working closely with the airlines to encourage their use of new, quieter aircraft.

## **APPENDIX D**

### **HIGHLINE COMMUNITY PLAN POLICIES**

- H-1    Ensure environmental protection in areas of hazards, wetlands, shorelines, view and substantial remaining natural vegetation.
- H-2    Preserve and enhance views and vistas.
- H-3    To the greatest extent possible, existing trees should be preserved and incorporated as a site amenity in all new development.
- H-4    Promote sanitary sewerage of unsewered areas.
- H-5    King County and other agencies should review their procedures for applying chemical treatment to ballfields, playgrounds, along roads and on other areas of vegetation.
- H-6    The removal of existing shade trees along streams and wetlands is to be avoided.
- H-7    Require shade tree planting along streams and wetlands in new developments.
- H-8    Utilize isolated improvements to remedy isolated drainage problems.
- H-9    Flow stabilization should be controlled and maintained primarily through holding ponds or other retention systems.
- H-10   Provide for a range of housing densities, both single and multifamily.
- H-11   Improve deteriorated or declining housing through rehabilitation and repair.
- H-12   Low-cost multifamily housing should be located with convenient access to urban services.
- H-13   Disperse, rather than concentrate, low-cost multifamily housing.
- H-14   Provide for future space demands through the development and redevelopment of existing service and retail centers.
- H-15   Encourage full utilization of land currently available for manufacturing and industry.
- H-16   Recognize freeways and major arterials as potential barriers/boundaries between different land uses.
- H-17   Setbacks and landscaping should be provided as buffering between areas planned for different land use.
- H-18   Conversion of land uses within or near single-family residential areas should be accomplished through orderly transition programs.
- H-19   Protect and enhance historical features in the development of public and private projects.



- H-20 Landscaping, including street trees, should be a part of all future arterial street development or redevelopment.
- H-21 Within key areas of growth or redevelopment, landscaping and circulation provisions should further enhance the quality and cohesiveness of development.
- H-22 Landscaping should be included as part of all apartment, business, commercial, industrial and public facility development.
- H-23 Bikeway development should emphasize the use of secondary and collector arterial rights-of-way and utility rights-of-way.
- H-24 Pedestrian facilities development should emphasize the use of street and utility rights-of-way.
- H-25 Road construction, including major improvement projects, should include provisions for pedestrian and bicycle movement.
- H-26 Emphasize the development of hard surface pathways, rather than sidewalks.
- H-27 New development should include provisions for pedestrian circulation.
- H-28 Integrate bicycle and pedestrian routes with school locations, activity centers and walkway systems.
- H-29 Improve local transit or para-transit service, especially east-west.
- H-30 Provide good transit connections to major employment areas.
- H-31 Integrate bicycle, pedestrian, bus and street systems to emphasize easy transfer between different modes of transportation (e.g., bicycle and bus).
- H-32 Encourage final determination of the terminus of the SR-509 route with immediate emphasis on completion to South 188th Street and improvements to the 1st Avenue South Bridge corridor.
- H-33 Along major arterials, consolidate access points to frontage properties where possible.
- H-34 Emphasize operational projects to improve circulation and maximize the efficiency of the existing system.
- H-35 Encourage construction of highway facilities only when non-construction alternatives fail to provide adequate levels of service.
- H-36 Encourage joint utilization of parking within business areas.
- H-37 Promote public/private and public/public cooperation in developing the communities' recreational and cultural capabilities.
- H-38 Emphasize the development of vacant park or available vacant school sites, the expansion and/or redevelopment of existing parks, and the development of other publicly-owned land as opposed to seeking new park sites.

- H-39 Emphasize the development of active recreation opportunities.
- H-40 Promote a close working relationship between King County and the local school districts in order to provide the best possible level of parks and recreation service.
- H-41 Maximize the use of school facilities as activity and recreation centers for all ages.
- H-42 Emphasize the combination of separate public use functions when developing park and recreation proposals.
- H-43 Utilize remaining Forward Thrust dollars to fund the highest priority park and recreation needs in Highline.
- H-44 Priority for funding employment and job training programs should be consistent with community need.
- H-45 Congregate dispersed governmental offices in a central place, together with other community services, activities and facilities.
- H-46 Utilize the Highline Communities Plan as the basis for development and spending decisions in the Highline area.
- H-47 King County should facilitate on-going land use, program budget and capital improvement program review by Highline citizens.



## **APPENDIX E**

### **Criteria for Designating Historic Sites - King County Code 20.62.040**

#### **20.62.040 Designation criteria.**

- A. An object, improvement, site or district may be designated as a King County landmark, landmark site or district if it is more than forty years old or, in the case of a landmark district, contains improvements that are more than forty years old, and possesses integrity of location, design, setting, materials, workmanship, feeling and association, and:**
  - 1. Is associated with events that have made a significant contribution to the broad patterns of national, state or local history; or**
  - 2. Is associated with the lives of persons significant in national, state or local history; or**
  - 3. Embodies the distinctive characteristics of a type, period, style or method of design or construction, or that may represents a significant and distinguishable entity whose components may lack individual distinction; or**
  - 4. Has yielded or may be likely to yield, information important in prehistory or history; or**
  - 5. Is an outstanding work of a designer or builder who has made a substantial contribution to the art; or**
- B. An object, improvement, site or district may be designated a community landmark because of its prominence of spatial location, contrasts of sitings, age or scale, it is an easily identifiable visual feature of neighborhood or the county and contributes to the distinctive quality or identity of such neighborhood or county. An improvement or site qualifying for designation solely by virtue of satisfying criteria set out in this section shall be designated a community landmark and shall be not subject to the provisions of 20.62.080.**
- C. Cemeteries, birthplaces, or graves of historical figures, properties owned by religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past forty years shall not be considered eligible for designation. However, such a property will qualify if they are intergral parts of districts that meet the criteria set out in 20.62.040A or if it is:**
  - 1. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or**
  - 2. A building or structure removed from its original location but which is significant primarily for its architectural value, or which is the surviving structure most importantly associated with a historic person or event; or**
  - 3. A birthplace, grave or residence of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or**

4. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
5. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner (or) as part of restoration master plan, and when no other building or structure with the same association has survived; or
6. A property commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
7. A property achieving significance within the past forty years if it is of exceptional importance. (Ord. 4828 § 4, 1980).

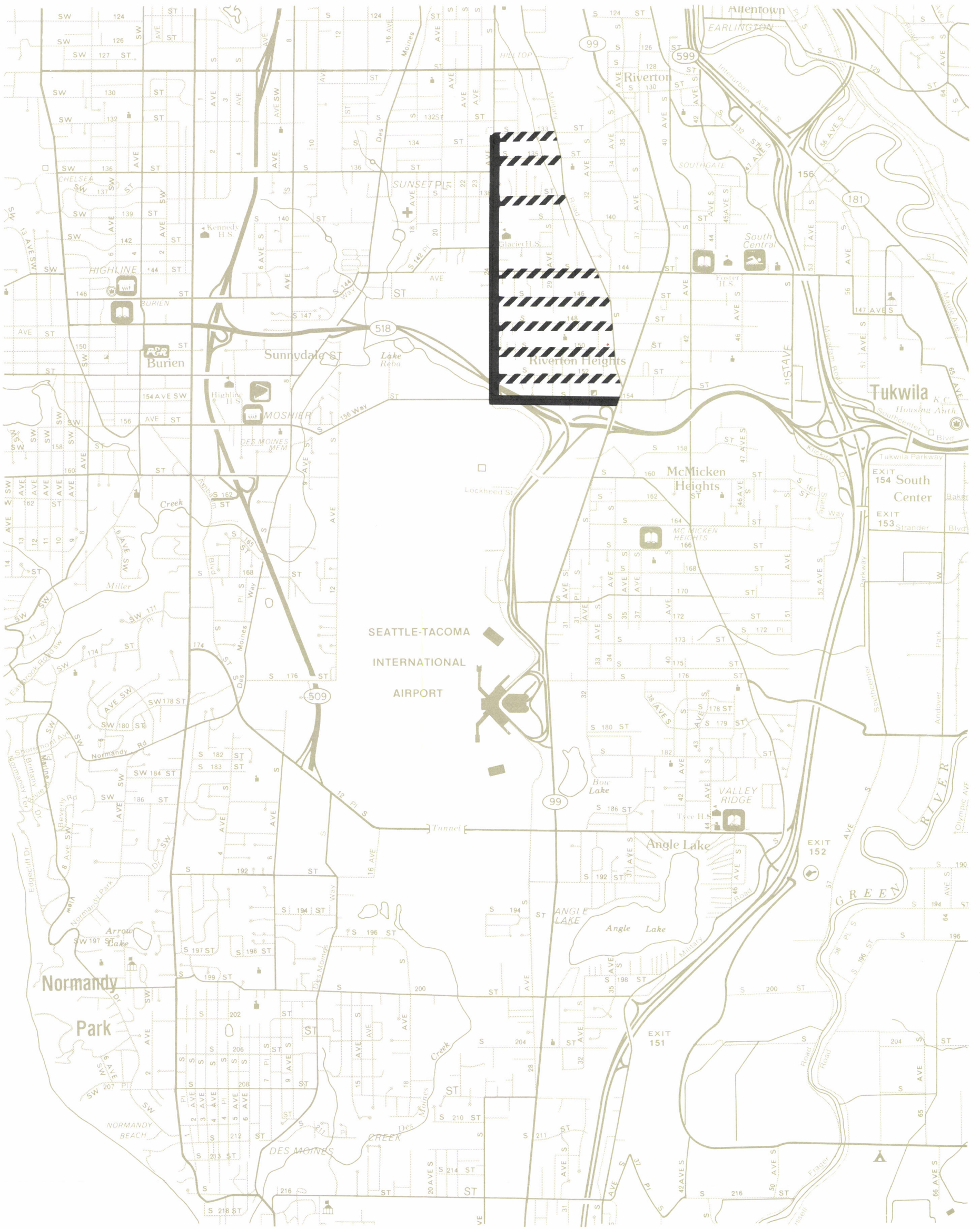
## APPENDIX F

### SR-509 EXTENTION ALTERNATIVES STUDY SUMMARY:

Extend SR-509 from its current end at South 188th Street to I-5 at South 210th Street. New rights-of-way would be required for much of the extension as the proposed route crosses Port, King County and private property to the east of the existing SR-509 right-of-way. The project includes the addition of one auxiliary lane on I-5 in each direction between South 210th Street and SR-516. Additionally, a three lane arterial is proposed to be built on part of the existing SR-509 right-of-way between South 200th Street and South 216th Street. Appropriate jurisdictions should review for future land use the remainder of the right-of-way which will be decertified by the State.







**APPENDIX G**  
**TRUCK TRAFFIC RESTRICTIONS**  
**As Enacted By**  
**K.C. Ordinance 8899**

- Desired Truck Routes
- No Through Trucks



**SeaTac**  
 Area Update





## KING COUNTY ZONING CODE SYNOPSIS

**WARNING:** This zoning code synopsis should be used as a guide only for the unincorporated areas of King County. Before buying or selling property, the complete text for a particular zone classification should be consulted to insure the proposed use is permitted and under what conditions if any. You may review copies of the King County Code at our offices or at various libraries throughout King County. If you want zoning information for property within the corporate limits of a city or town in King County, you must call the City's planning or building department. Remember codes are changed continually so be sure your copy is up to date.

### Chapter 21.08 RS Residential Single Family

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc. are considered compatible with single family residential uses.

#### RS 5000 - Dimensional Standards

min. lot area: 5000 sq. ft.\*  
min. lot width: 40 feet  
lot coverage: 35 percent  
front yard: 20 feet, key & transitional lots may be reduced to 15'  
side yard: 5 feet  
rear yard: 5 feet for dwelling units  
height: 30 feet; non-residential buildings may be increased by 1' for each foot of add'l side yard to a maximum of 50 feet

#### RS 7200 - Dimensional Standards

min lot area: 7200 sq. ft.\*  
min. lot width: 60 feet  
front, side & rear yards; height & lot coverage same as RS 5000

#### RS 9600 - Dimensional Standards

min lot area: 9600 sq. ft.\*  
min. lot width: 70 feet  
front, side & rear yards; height & lot coverage same as RS 5000

#### RS 15,000 - Dimensional Standards

min lot area 15,000 sq. ft.\*  
min. lot width: 80 feet  
front, side & rear yards; height & lot coverage same as RS 5000

\*NOTE: In new subdivisions within the RS zone, clustering of lots and townhouses is permitted, provided the average allowable density is not exceeded.

### Chapter 21.10 RD 3600 - Two-Family Dwelling

Permits low density multiple dwellings and duplexes.

#### RD 3600 - Dimensional Standards

min. lot area: 7200 sq. ft.  
min. lot width: 60 feet  
lot coverage: 35 percent  
side yard: 5 feet  
front yard: 20 feet; key & transitional lots 15 feet  
rear yard: 5 feet for dwelling units  
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard and open space to a maximum of 50 feet.

### Chapter 21.12 RM 2400 Medium Density Multiple-Dwelling

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

#### RM 2400 - Dimensional Standards

min. lot area: 7200 sq. ft.  
min. lot width: 60 feet  
lot coverage: 50 percent  
side yard: 5 feet  
front yard: 20 feet; key & transitional lots 15 feet  
rear yard: 5 feet for dwelling units  
lot area/dwelling unit: 2400 sq. ft.  
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard and open space to a maximum of 50 feet.

### Chapter 21.14 RM 1800 High Density Multiple-Dwelling

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

#### RM 1800 - Dimensional Standards

min. lot area: 7200 sq. ft.  
min. lot width: 60 feet  
lot coverage: 50 percent  
front, side & rear yards: same as RM 2400  
lot area/dwelling unit: 1800 sq. ft.  
height: 35 feet. Height may be increased 1' for each additional 1' of side yard and open space.

### Chapter 21.16 RM 900 Maximum Density Multiple-Dwelling / Restricted Service

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services, professional and business offices.

#### RM 900 - Dimensional Services

min. lot area: 7200 sq. ft.  
min. lot width: 60 feet  
lot coverage: 60 percent for residential uses  
front, side & rear yards: same as RM 2400  
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot.  
lot area/dwelling unit: 900 square feet  
height: 35 feet. Height may be increased 1' for each additional 1' of side yard and open space.



## Chapter 21. RT Residential, Townhouse

Allows townhouses (single-family dwelling attached by common side walls) either on individually platted lots or on a commonly held site to provide a mix of attached and detached single-family housing and promote efficient use of land and energy in a residential environment.

### RT - Dimensional Standards

See text of Zoning Code for detailed performance standards.

## Chapter 21.18 SE Suburban Estate

Provides an area permitting uses and activities more rural, e.g., horses, private stables, chickens and agricultural crops, than is practical in the more concentrated urban areas.

### SE - Dimensional Standards

min. lot area: 35,000 sq. ft.  
min. lot width: 135 feet  
lot coverage: 35 percent  
residential building setbacks:  
front yard: 30 feet  
side yard: 10 feet  
rear yard: 10 feet  
height: 35 feet except for agricultural buildings

## Chapter 21.19 SC Suburban Cluster

Permits uses and activities more rural in character than practical in the more concentrated urban areas. Provides flexibility in individual lot size while maintaining a long-term low density character.

### SC - Dimensional Standards

Minimum lot area per dwelling unit: 10 acres except may be reduced through subdividing or short subdividing, subject to on site sewage disposal requirements. With public sewers, the minimum lot size is 9,600 square feet.

Lot dimensions/coverage/height/limits/yards/open space:  
parcels over five acres: same as "A"  
parcels of five acres or less: same as SE  
Lots in multiple lot subdivisions and short subdivisions: same as nearest comparable RS classification lot area

Densities in multiple lot subdivision:  
Parcels less than five acres: one dwelling unit per acre with sensitive area protection through lot clustering

Parcels with five or more acres: one dwelling unit per acre with lot clustering and reserve tract provision

## Chapter 21.20 SR Suburban Residential

Provides for the orderly transition of areas from a suburban to an urban character. Within this classification, small scale and intensive agricultural pursuits may be mixed with developing urban subdivisions.

### SR - Dimensional Standards

lot area: 5 acres except that the area may be reduced through subdividing:  
7200 or 9600 square feet with sewers, water, paved streets, curbs, sidewalks, drainage  
15,000 square feet with approved water and sewage systems, paved streets, walkways  
35,000 square feet with approved water and sewage disposal systems

min lot width: 330 feet unless platted  
front yard depth: 30 feet unless platted  
side yard depth: 10 feet unless platted  
rear yard depth: 10 feet unless platted  
lot coverage: 35 percent  
height: 30 feet except for agricultural buildings

## Chapter 21.20A RMHP Residential Mobile Home Park

Provides for a suitable living environment within a park-like atmosphere for families residing in mobile homes.

### RMHP - Dimensional Standards

minimum site area: three acres  
density: not to exceed 1½ times surrounding density or nine units per acre, whichever is less.

## Chapter 21.21 GR Growth Reserve

Provides for limited residential growth adjoining existing supporting public facilities but reserves large tracts of open land for possible future urban or suburban growth.

### GR - Dimensional Standards

Minimum lot area: 20 acres except that the area may be reduced through subdivision with lot clustering; one exception allowed on previously created 2-10 acre parcels subject to conditions.

Maximum densities in sub divisions and short subdivisions:

GR-5: one dwelling unit per five acres with lot clustering and reserve tract provision;

GR-2.5: one dwelling unit per 2.5 acres with lot clustering and reserve tract provision;

Lot dimensions/lot coverage/height limitations and building setbacks: conform to the requirements of the nearest comparable RS, S, or A zone.

## Chapter 21.21 AR Rural

Provides for an area-wide rural character and prevents premature urban development in areas without adequate urban services. Establishes forestry and agriculture as preferred uses, and protects environmentally sensitive areas. The zone allows for lot clustering and density bonuses.

### AR - Dimensional Standards

min lot area: 5 acres (basic density)  
10 acres (areas adjacent to forest and agriculture production districts)  
2.5 acres (to be applied where existing lot pattern and level of services permits, as determined through the Community Plan process)  
min lot dimensions: depth to width lot ratio no greater than 4 to 1.  
height: 35 feet except for agricultural buildings  
setbacks: 35 feet (except for residential structures abutting an A-35, F, QM, or approved mineral extraction operation, which shall maintain a 100 foot setback)

## Chapter 21.22 A Agricultural

Preserves agricultural lands and discourages the encroachment of urban type development in areas which are particularly suited for agricultural pursuits.

### A - Dimensional Standards

min. lot area: 10 acres  
min. lot width: 330 feet  
lot coverage: 60 percent  
height: 35 feet except for agricultural buildings

Residential building setbacks:  
front yard: 30 feet  
side yard: 10 feet  
rear yard: 10 feet

## Chapter 21.35 A-10, A-35 Agriculture

Preserves agricultural lands and discourages encroaching urban development in areas particularly suited to agricultural pursuits. Allows marketing of agriculture products and the processing of agriculture products grown on site.

### A-10, A-35 - Dimensional Standards

min lot area: 10 acres (croplands)  
35 acres (lands suited to raising livestock)  
min lot dimensions: depth to width lot ratio of no greater than 4-1.  
height: 35 feet except for agricultural structures  
lot coverage: less than 1 acre - 35 percent max.  
1-5 acres - 25 percent max.  
5-10 acres - 15 percent max.  
lot acres - 10 percent max.

## Chapter 21.24 G General

Regulates the use of land in areas generally undeveloped and not yet subjected to urban development pressures to prevent the improper location and intrusion of business and industrial uses.

### G - Dimensional Standards

min. lot area: SE uses 35,000 sq. ft. SR uses 5 acres, A uses 10 acres  
min. lot area/dwelling unit: 35,000 sq. ft. for single family  
min. lot width: 135 feet

Residential building setbacks:  
front yard: 30 feet  
side yard: 10 feet  
rear yard: 20 feet for dwelling units  
height: 30 feet except for agricultural buildings

## Chapter 21.25 G-5 General Five Acres

Provides for an area-wide rural character and prevents premature urban development in areas without adequate urban services and to preserve environmentally sensitive areas.

### G-5 - Dimensional Standards

Minimum lot area: five acres; one exception allowed on previously created 2-10 acre parcels subject to conditions.  
Minimum lot dimensions: depth-to-width lot ratio no greater than 4-to-1.  
Height: 35 feet except for agricultural buildings  
Residential building setbacks:  
front yard: 30 feet  
side yard: 10 feet

## Chapter 21.26 BN Neighborhood Business

Provides for shopping and limited personal service facilities to serve the everyday needs of the neighborhood.

### BN - Dimensional Standards

lot coverage: 100 percent  
height: 35 feet maximum  
permitted floor area: not more than total lot area

## Chapter 21.27 BR-N Mixed Business-Residential Neighborhood Scale

Provides for mixed commercial (retail and office) and residential use projects.

### BR-N - Dimensional Standards

lot area/dwelling unit: 2400 sq. ft.  
permitted floor area:  
1½ times buildable area of lot  
2 times buildable area with enclosed parking  
lot width: 60 feet

## Chapter 21.28 BC Community Business

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis.

### BC - Dimensional Standards

lot coverage: 100 percent  
permitted floor area: not more than 3 times lot area  
height: 35 feet. Height may be increased 1' for each additional 1' of side and rear yards.

## Chapter 21.29 BR-C Mixed Business-Residential Community Scale

### BR-C - Dimensional Standards

lot area/dwelling unit: 900 sq. ft.  
permitted floor area: 2 times buildable portion of lot  
6 times if required parking is totally enclosed  
lot width: 60 feet

## Chapter 21.30 CG General Commercial

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on-premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas.

### CG - Dimensional Standards

lot coverage: 100 percent  
permitted floor area: not more than 3½ times lot area  
height: 35 feet. Height may be increased 1' for each additional 1' of side and rear yards

## Chapter 21.32 ML Light Manufacturing

Provides for the heavier general commercial uses and for industrial activities and uses involving the processing, handling and creating of products, research and technological processes as distinguished from major fabrication. These uses are largely devoid of nuisance factors, hazard or exceptional demands upon public facilities or services.

### *ML - Dimensional Standards (except adjacent to R or S zones)*

*lot coverage: 100 percent  
permitted floor area: not more than 2½ times lot area  
height: 45 feet. Height may be increased 1' for each additional 1' of side and rear yards*

## Chapter 21.34 MP Manufacturing Park

Provides for industrial areas of high standards of operational development and environment. Standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards are established in this classification.

### *MP - Dimensional Standards*

*street property line setback: 25 feet  
side and rear yard setback: per landscape ordinance  
permitted floor area: not more than 2½ times the buildable area of the lot.  
height: 45 feet. Height may be increased 1' for each additional 1' of required open space.*

*See text of zoning code for detailed performance standards.*

## Chapter 21.36 MH Heavy Manufacturing

Provides for industrial enterprises involving heavy manufacturing assembling, fabrication and processing, bulk handling of products, large amounts of storage, warehousing and heavy trucking.

### *MH - Dimensional Standards*

*lot coverage: 100 percent  
permitted floor area: not more than 2½ times lot area  
height: 45 feet. Height may be increased 1' for each additional 1' of side and rear yards*

## Chapter 21.37 F Forest

Allows for the continued management of commercial forest resource lands through the establishment of large minimum lot sizes and the mitigation of adjacent conflicting uses through buffering.

### *F - Dimensional Standards*

*min. lot area: 80 acres  
min setback: 100 feet (scaling stations excepted)*

## Chapter 21.38 FR Forestry and Recreation

Allows the development of forest land for the sustained production of forest products and the development of compatible uses such as recreation.

### *FR - Dimensional Standards*

*min. lot area for building site: 35,000 sq. ft.  
min. lot width for building site: 135 feet  
front, side & rear yards: 20 feet  
height: 45 feet. Height may be increased 1' for each additional 1' of side and rear yards.*

## Chapter 21.42 QM Quarrying and Mining

Insures continued development of natural resources through inclusion of known deposits of minerals and material within a zone reserved for their development and production and allows for the necessary processing of such minerals and materials.

### *QM - Dimensional Standards*

*min. lot area: 10 acres  
front, side & rear yards: 20 feet except if adjacent to R or S zone  
permitted floor area: not more than total lot area  
height: 45 feet. Height may be increased 1' for each additional 1' of setback from each property line.*

*See text of zoning code for detailed performance standards.*

## Chapter 21.43 AOU Airport Open Use

Provides for economic uses and development of areas affected by major airports which are compatible with neighboring residential areas, designated open space areas and airport clear zone requirements.

## Chapter 21.46.060 Potential Zone

Recognizes the suitability of a location for a future type of use and the impracticability of precisely zoning the property until properly designed and planned.

### **Chapter 21.46.150 P Suffix - Site Plan Approval**

The requirement for site approval is based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of rights-of-way, street improvements, screening between land uses, signing controls, height regulations or others to assure its compatibility with adjacent land uses as well as the community. All conditions stipulated as a result of an area zoning process or zone reclassification shall be reflected and/or included in the site plan submittal.

### **Chapter 21.48 Zero-Lot-Line Provision**

In new subdivisions or short subdivisions within an R, S or G zone, yard and lot width requirements may be varied in order to make better use of the lots including common wall construction, subject to conditions. The final subdivision must show exact size and location of structures proposed to be placed in an otherwise required open space or setback.

*See text of Zoning Code for detailed requirements.*

### **Chapter 21.50 Loading Areas and Off-Street Parking**

Provides for parking requirements in all zone classifications.

*See text of Zoning Code for detailed requirements.*

### **Chapter 21.51 Landscaping and Screening**

Provides for landscaping in all zones.

*See text of Zoning Code or Bulletin #22.*

### **Chapter 21.54.040 Flood Hazard Area**

A hazardous situation may exist within an urban, suburban or rural area and in a residential, agricultural or industrial zone. No permit or license for structures or the development or use of land shall be issued by King County within a flood hazard area unless approved by the Manager of the Building and Land Development Division. Such approval shall be based on a review of the provisions set forth in the Chapter and the technical findings and recommendations of the Director of Public Works.

### **Chapter 21.56 Planned Unit Development (Not a Zone)**

Permits flexibility within a zone that will encourage a more creative approach in the development of land than a lot-by-lot development with the result that a more efficient and desirable use of land is produced. A minimum area of 1 acre is required.

*See text of Zoning Code for detailed requirements.*



## APPENDIX J

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## **AREA ZONING**



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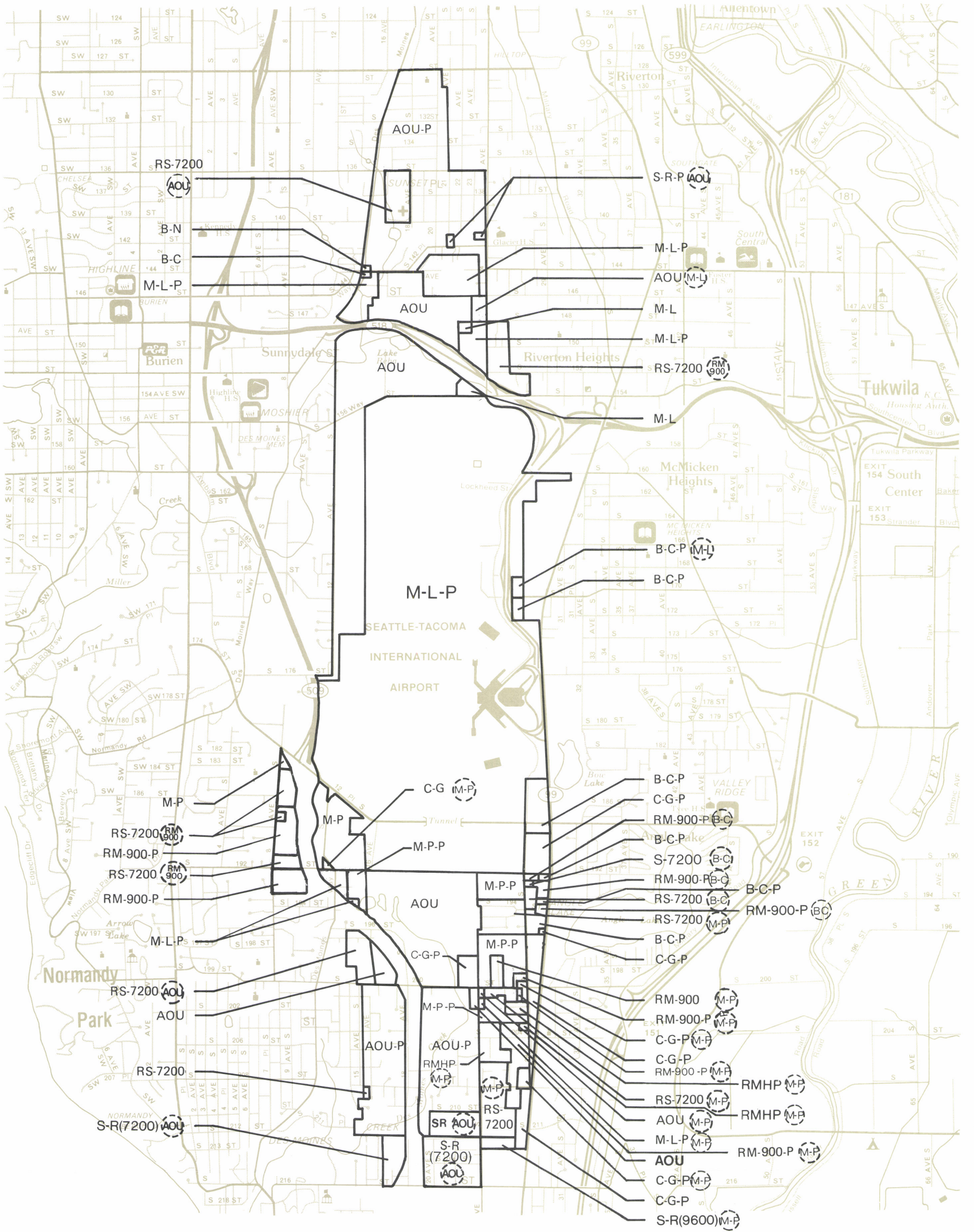
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AREA ZONING



SeaTac  
Area Update



1/2 0 1/2 1 Mile







# Introduction

The Sea Tac Area Update Area Zoning is a companion document to the Sea Tac Area Update Plan. The Area Zoning, along with other King County Code requirements, will implement the Sea Tac Area Update Plan policies and guidelines.

## Study Area

The area zoning report covers the Sea Tac Area Update planning area of about 12 square miles. It is bounded by Des Moines Memorial Drive on the west, South 128th Street on the north, SR-99 on the east and the City of Des Moines on the south (see Planning Areas map).

## Definition of Area Zoning

Area Zoning is defined by County Ordinance #1161 as synonymous with the terms "rezoning or original zoning" as used in the King County Charter. "Area Zoning" means the procedures initiated by King County which result in the adoption or amendment of zoning maps on an areawide basis. This procedure is characterized by being comprehensive in nature, deals with homogeneous communities, distinctive geographic areas and other types of districts having unified interests within the County.

Area zoning, unlike an individual zone reclassification, usually involves many separate properties under various ownerships. Area zoning applies a variety of zoning classifications to express the County's current comprehensive plan policies in zoning map form.

## Area Zoning Process

This area zoning was adopted by the King County Council to implement the adopted Sea Tac Area Update Plan. It translates Sea Tac Area Update land use designations and plan policy into specific zoning classifications and development conditions.

The Sea Tac Area Update Plan describes the community planning process. A discussion of the impacts associated with the adopted Plan and Area Zoning can be found in the Sea Tac Area Update Plan Draft and Final Environmental Impact Statements.

The County Council adopted the Sea Tac Area Update Plan and Area Zoning following numerous community meetings and several public hearings. Both oral and written comments received consideration by the Council. Notice of community meeting dates and the the Council's hearings were mailed to all property owners of record. Notices were also sent to local newspapers of areawide circulation.

# Reader Assistance

Included in this report are:

## 1. An Introduction

The introduction defines area zoning, describes its relationship to the Sea Tac Area Update Plan, and explains the adoption process.

## 2. Area Zoning Highlights

This section describes Airport Open Use zoning, office-only zoning, Business/Commercial and Industrial zoning, and Business Park development.

## 3. Area Zoning

A. An index to the zoning maps follows the Area Zoning Highlights section. The index map depicts:

- 1) Sections, townships, and ranges for all land within the Sea Tac Area Update planning area.
- 2) Page numbers of this report where specific half-section zoning maps can be found. Each half-section within Sea Tac is shown on a separate page at a scale of 1" = 600'.
- 3) Area Zoning

B. Zoning maps that display:

- 1) Zoning prior to the adoption of the Sea Tac Area Update Zoning.
- 2) Zoning changes, displayed by an "X" through the previous zone, with the adopted zone shown. Zoning not crossed out by an "X" has been left with its original zoning classification.

NOTE: The maps reproduced in this report are copies of the official zoning map series which is adopted as a part of this Area Zoning. The official maps are at a scale of 1" = 200' and may be reviewed at the King County Division of Building and Land Development.

- 3) Explanations of zoning changes:

A descriptive paragraph or paragraphs precedes the zoning maps containing changes. These paragraphs describe the nature of the zone change. Applicable Sea Tac Area Update Plan and King County Comprehensive Plan policies are noted.

4) Appendices:

Appendix A contains a compilation of policies from the Sea Tac Area Update Plan.

Appendix H contains a brief synopsis of each zone category in the King County Zoning Code.

## How to Find Zoning Changes

To determine if a zoning change has occurred for a specific parcel of land, turn to the Area Zoning index map and find the section-township-range (S-T-R) within which the parcel is located. The page number of the detailed zoning map containing the parcel is given in red beside the section-township-range.

Turn to the page containing the detailed zoning map and locate the specific parcel by street location. If a zoning change has occurred, reference will be made to the appropriate plan policy and additional text explaining the reason for that zoning change will be given on the facing page. Any additional conditions of development can be found on the facing page as well. Reference will be made to the Area Zoning Highlights in the cases of Business Park and Office Park for development guidelines.



# Area Zoning Highlights

This section describes some of the most significant zoning changes for the Sea Tac Area Update planning area.

## Site Development Conditions

An area shown on the zoning map with a use classification followed by the letter "P" indicates the area to be "conditionally" suitable for the use indicated, provided such areas are designed and developed in accordance with guidelines, performance standards, permitted uses, or other requirements contained in the previous reclassification, area zoning, or the stated purpose of the classification (King County Code 21.46.150).

The requirement for prior site approval is based upon a recognition that development on the designated property may require special conditions to protect the public interest, such as dedication of right-of-way, street improvements, screening between land uses, signing controls, height regulations, permitted uses, performance standards, or other requirements to assure its compatibility with adjacent land uses as well as the community (King County Code 21.46.170.)

## Office Park Development

Office development in a campus-like setting is a desirable land use in the Sea Tac area; especially in those areas adjacent to single family neighborhoods. The Office Park land use concept was developed to provide opportunities for development on those single family areas directly affected by public projects.

Two areas within the update study were determined as no longer appropriate for single family development. In the Riverton area, the Port of Seattle will be acquiring designated homes under the Noise Remedy Program beginning in 1989. In the North Hill area, the area east of 8th Avenue South will be affected by the Washington State Department of Transportation's road project extending SR-509 from its present terminus at South 188th Street, to Interstate 5.

Because these two areas are adjacent to established single family neighborhoods, the scale, intensity and types of uses allowed in these areas will be different than those allowed in the Business Park designation.

Non-residential uses as permitted by the RM 900 zone will be deemed appropriate provided that the applicant complies with the conditions of the zoning code, the Office Park development conditions, and plan policies. The Office Park development conditions are as follows:

1. Whenever two or more individuals combine their properties into one office park development, one spokesperson shall be selected to represent the owners and successors during the process of obtaining King County's approval for the site's development or while developing the property.
2. Office parks should be developed in phases in order to ensure that development occurs with the required improvements. Types of improvements may include: road improvements, sewers, utilities, drainage systems, etc. An estimated time period for completion of all phases shall be provided by the developer or developer's representative when King County first reviews the entire proposal. Initiation of new phases

will be prohibited until conditions imposed on previous phases have been met or assured. All deviations from original building development requirements must be approved by the Manager of BALD.

3. The following uses shall be allowed in office park developments:

- business and professional offices;
- corporate headquarters and research facilities;
- employee parking;
- consumer service establishments catering to employees of office park developments, provided:
  - a. there shall be no entrances directly from the street or parking lot to such establishments, and
  - b. no sign from such establishment shall be visible from the outside of any building
- signs for the purpose of identifying on-site uses, subject to Condition No. 6.

This recognizes that there may be a need for a restaurant for the employees of the office park. It is intended that a restaurant be properly scaled to serve only the needs of the office park. It is not to be a facility which would serve a wider clientele as its sole purpose is to reduce the traffic impacts to protect the surrounding residential neighborhood.

4. All uses shall be conducted only inside an entirely enclosed building.
5. Pedestrian and bicycle pathways shall be integral features in office park developments. Buildings and structures in an office park development should be linked to pedestrian and bicycle pathways separate from the internal road system. Where possible, the pedestrian and bicycle pathways shall connect to off-site systems.
6. Signs that face residential areas may be illuminated by lights which are focussed solely on the site. No part of a sign(s) can be electrified and it shall not be a source of light. All signs shall be an integral part of the architectural design of the park and be reviewed in the site plan.
7. Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion, direct traffic away from residential areas, and prevent potentially hazardous turning movements. An internal circulation plan shall be developed to assure smooth pedestrian and vehicular traffic flow between phases within individual developments. The access and internal circulation plan must be acceptable and approved by King County's Public Works Department.
8. Parking locations shall be screened from the street and adjacent residential areas by landscaping and/or earth berms. Whichever one is used should be covered with Type II landscaping, with a minimum width of twenty (20) feet.
9. The total permitted lot coverage (including parking) shall be sixty-five (65) percent. The remaining thirty-five (35) percent will be devoted to open space. Open space shall include all other site landscaping, trail/pathway systems, outdoor recreational areas, plazas, areas containing art, walkways, and arcades.
10. A landscaping plan shall be submitted at the time of site plan review. The amount of landscaping provided should include a minimum of:



- a. Fifty (50) foot wide Type I landscape "Screen" from the property line along arterial and local access streets.
- b. Fifteen (15) foot wide Type II landscape "Visual Buffer" from the property line in areas located adjacent to RS or RM designations.
- c. Ten (10) foot wide Type II landscape "Visual Buffer" from the property line in areas adjacent to nonresidential designations.
- d. Type IV (KCC 21.51.040) landscaping shall be provided within all surface (open air) parking lots as follows:
  - at least five percent of the parking area, excluding any other required landscaping, shall be used for landscaping when said areas exceed thirty parking stalls;
  - at least one tree for every four parking stalls shall be provided, to be reasonably distributed throughout the parking lot;
  - no parking stall shall be more than fifty feet from some landscaping.
  - permanent curbs and/or structural barriers shall be provided to protect the plantings from vehicle overhang.

An inventory of the site's vegetation shall be conducted by a qualified forester or botanist as a condition of the site plan. The proponent shall retain significant trees defined as coniferous trees which are ten inches in diameter at four feet above ground located within the designated perimeter buffer areas. The proponent shall be allowed to remove significant trees where earth berming is necessary to provide screening of parking areas. Excluding the area for the building(s) envelope, no significant trees shall be removed without the approval of the Building and Land Development Division. Any diseased or hazardous trees identified by the qualified forester or botanist can be removed.

11. To encourage transit use, office park developments should be designed in such a manner that allows safe and convenient pedestrian access to streets served or potentially served by transit.
12. The proponent shall provide light standards within the office park that shield the light source from the view of surrounding and/or abutting residential areas.
13. Additional P-suffix conditions may be imposed as mitigating measures on office park developments during the rezone process.

#### **Business Park Development**

The Manufacturing Park zone (MP-P), with conditions will help to implement Sea Tac Area Update policy ST-CI6 (see Appendix A) which establishes a 190 acre Business Park area.

Much of the area designated for MP-P (Manufacturing Park) zoning was previously zoned as RM 900 (Max Density Multifamily), RS 7200 (Single Family) and SE (Suburban Estate). The MP-P zone requires development in 5-acre blocks and that 25% of the site be devoted to open space.

The MP zone was adopted because it provided a means for protecting environmentally sensitive areas, for preserving open space, and for providing high development standards.

Resolution #25789 which defined the MP zone, states that this zone is intended to provide areas of high operational and environmental standards. The MP zone with development "P" suffix conditions (see below) is applied to provide standards of intensity of use and standards regarding external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards.

Some of the properties designated for Business Park development are zoned potential MP. This recognizes the property as potentially suitable for business park development once the land is designed and planned for such a use. (K.C.C. 21.46.060) The potential MP zone may be actualized for Business Park development once the conditions of the Zoning Code and the Business Park development conditions of this plan are met. The conditions are as follows:

1. Whenever two or more individuals combine their properties in one business park development, one spokesperson should be selected to represent the owners and successors during the process of obtaining King County's approval for the site's development or while developing the property after any approval.
2. Business Parks should be developed in phases in order to insure that development occurs with the required improvements. Types of improvements may include: road improvements, sewers, utilities, drainage systems, etc. An estimated time period for completion of all phases is to be provided by the developer or the developer's representative when King County first reviews the entire proposal. Initiation of new phases will be prohibited until conditions imposed on previous phases have been met or assured. Any minor deviation from the original building development must be approved by the Manager of BALD.
3. Only the following uses shall be allowed in business park development:
  - business and professional offices;
  - hotels and motels;
  - restaurants;
  - corporate headquarters and research facilities;
  - assembly of appliances such as electronic instruments;
  - laboratories;
  - printing establishments;
  - wholesale business and accessory storage;
  - distribution centers;
  - parcel service delivery;
  - rental car and public parking lots;
  - retail sales and consumer service establishments catering to the employees of business park developments, provided: (a) there shall be no entrances directly

from the street or parking lot to such establishments and (b) no sign from such establishments shall be visible from the outside of any building.

4. All uses shall be conducted only inside a building, except for public parking lots and rental car lots.
5. The minimum lot developed in a business park: 5 acres.
6. The total permitted lot coverage in a business park development shall not exceed 75 percent for building and parking areas. A maximum of 85 percent lot coverage for building and parking areas may be allowed provided that applicant provide specific benefit options. The benefit options are the following:

<u>Option Category</u>	<u>% Lot Cover Bonus</u>
Park Fund	2.5% maximum
Child Care Area	1.0% (per 1,000 sq. ft. of child care area)
Art Exhibit Area or \$ Contribution	1.0% (per 1,000 sq. ft. of exhibit area or per \$15,000 contribution)
Transit Center	10%
Structured Parking	10%

The benefit options must be provided in the order presented. There is no priority for the Transit Center or Structured Parking. Either may be selected in order to derive the entire 10% lot coverage benefit.

- a. Park Fund - A contribution of \$5,000 per acre (five-acre minimum) is required. Payments may be phased over a five-year period with a 10% surcharge on all phased payments. Minimum payment shall not be less than 1/5 of the total contribution plus 10% of the payment amount required to derive the lot coverage benefit and must be paid prior to applying for building permits. Proof of payment will be furnished at the time of submitting building permits. Funds will be administered by the Natural Resources and Parks Division and must be spent within the Sea Tac Area Update planning area.
- b. Child Care - 1,000 square feet of child care facilities (as defined by the King County Code) shall be reserved for each 1% increase in lot coverage granted. Each facility shall be open to the general public with operational standards in conformance with the State Department of Social and Health Services requirements. Each facility must reserve 20% of available space for low income families (defined as families at or below 80% of the median income for unincorporated King County). A cooperatively managed child care facility established and run by employees is allowed. The developer shall enter into a minimum three (3) year lease agreement with the child care facility operator prior to submitting a building permit. Proof of such agreements or proof of allowance for employee run facility must be submitted at the time of applying for building permits. The operation of the child care facilities shall not incur a lease cost during the agreed upon lease period. The child care facility may be located off-site provided it is within the Highline Community Plan area boundary.

- c. Art Exhibit Area - 1,000 square feet of art exhibit area (indoor or outdoor) shall be dedicated or a \$15,000 contribution to the King County Art Development Fund must be made for each 1% increase in lot coverage granted. A minimum of 2,000 square feet for exhibiting art or \$30,000 contribution must be granted in order to use this option. The art exhibit areas must be established in building and site plans or proof of contribution to the fund must be furnished at the time of submitting building permit applications. Contributions to the fund must be spent within the Sea Tac Area Update planning area.
  - d. Transit Center - 40,000 square feet of land shall be donated for use as a transit center for 10% additional lot coverage. Land donated shall be transferred to and accepted (must be an acceptable site to the transit operator) by the local agency who is responsible to develop the transit center site. Proof of an acceptable site must be furnished at the time of submitting building permit applications.
  - e. Structured Parking - A parking structure with a minimum of 275 stalls shall be provided and the location identified on the site plan in order to receive an additional 10% lot coverage.
7. The required landscaping shall be set around the building and the perimeter of the development in order to increase the attractiveness and soften the visual impact of the business park to users of the development.
8. A landscaping plan shall be submitted at the time of site plan review.
- The amount of landscaping provided should include a minimum of:
- a. Type III (KCC 21.51.040), 10' wide landscaping between all development in the business park;
  - b. Type III (KCC 21.51.040), 15' wide landscaping when adjacent to all arterial and local access streets;
  - c. Type III plantings, 8' wide, should be provided around the base of buildings;
  - d. A performance bond or other appropriate security will be required to ensure landscaping will be installed and maintained for three (3) years, according to the approved plan and specifications; and
  - e. Modifications may be allowed provided the applicant demonstrates a plan superior to the standards cited above.
9. Pedestrian and bicycle pathways shall be integral features in business park developments. These pathways shall be designed to tie together different business park developments, in order to achieve a pathway system that services the entire business park area. These pedestrian and bicycle pathways shall be separate from the internal roadway system. Where possible, the pedestrian and bicycle pathways shall connect to off-site systems.
10. All business signs shall be an integral part and architecturally similar to the architectural design of the business park, and shall be reviewed in the site plan. Billboard and portable signs are not allowed in the Business Park Development.

11. Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion and potentially hazardous turning movements. An internal circulation plan shall be developed to assure smooth pedestrian and vehicular traffic flow in and between developments. The access and internal circulation must be acceptable and approved by King County's Department of Public Works.
12. Parking locations shall be inside buildings or screened from the street by landscaping and berms. Berms should be Type III (KCC 21.51.040) landscaping with a minimum width of fifteen (15) feet.
13. Landscaping for parking lots:

Type IV (KCC 21.51.040) landscaping shall be provided within all surface (open air) parking lots as follows:

  - a. At least five percent of the parking area, excluding any other required landscaping, shall be used for landscaping when said areas exceed thirty parking stalls;
  - b. At least one tree for every four parking stalls shall be provided, to be reasonably distributed throughout the parking lot;
  - c. No parking stall shall be more than fifty feet from some landscaping.
  - d. Permanent curbs and/or structural barriers shall be provided to protect the plantings from vehicle overhang.
14. To encourage transit use, business park developments should be designed in such a manner that allows safe and convenient pedestrian access to streets served or potentially served by transit.
15. In order to reduce the use of single occupancy vehicles a Transportation System Management (TSM) program shall be established. A \$5,000 per acre contribution shall be required and will be held in escrow. Lease agreement between developer and tenant shall include yearly allotments for a transportation coordinator salary and transit and ride-share subsidies. The lease agreement shall be signed prior to the submission of building permits. Proof of such an agreement shall be furnished at the time of building permit application. The remainder of the contribution shall be used for the following other TSM programs:
  - a. Commuter Information Center
  - b. Provisions for:
    1. Parking pads
    2. Shelter footings
    3. Bus pullouts
    4. Promote parking for HOV use
16. A Solid Waste Management Program to reduce solid waste generation and to recycle waste that is generated shall be established prior to development. During site plan review, the program shall be reviewed by the Solid Waste Division for its consistency with current County policies and other regulatory requirements. The County, if

requested, will provide technical assistance to the applicant in developing such a program. At a minimum this programs shall include:

- a. An in-house recycling program.
  - b. An on-site collection program for recyclables.
17. Additional development conditions may be imposed as mitigating measures on business park developments as part of the site plan review and/or rezone process.

#### **Area Transportation Problems and Solutions - Areawide P-Suffix Conditions**

An improved and balanced regional transportation system in the planning area is of major concern for Sea Tac area residents. (See discussion in Chapter V, Update Plan). King County Comprehensive Plan Policies F-206, F-212, F-213, F-214, F-215, F-216 and F-219 establish the transportation needs generated by development in urban areas.

This area zoning establishes specific road improvement projects for development along local streets, arterials, and state routes within the planning area. This is consistent with Sea Tac Update policies ST-T1, ST-T2, ST-T3, ST-T4, ST-T6, ST-T14, ST-T15 and ST-T16. Specific road improvement projects are listed at the end of each zoning map text page, and are implemented in conjunction with area wide p-suffix conditions. For a complete description of each project, please see Chapter V of the Plan.

The existing SR 509 right-of-way, between South 188th Street and SR 516, will be modified as the Washington State Department of Transportation (WSDOT) finalizes its plan on the extension of SR 509. The right-of-way area that will be certified by WSDOT should be reviewed for future land uses by the appropriate jurisdictions.

#### **Proposed Veteran's National Cemetery**

The Sea Tac Area Update supports, in concept, the location of a Veteran's Cemetery as proposed by the Veteran's Administration (VA) for an area south of Sea Tac Airport on land owned by King County, Port of Seattle and Washington State (See Proposed Veterans National Cemetery map, Chapter VII of the Plan). This site is in the runway approach area.

The update proposes that the site be designated for airport open use given its location to the airport runways and local to state government ownership (see discussion in Chapter VII). This area zoning proposes Airport Open Use Zoning (AOU) which would allow for future use of this area for a cemetery.

A National Cemetery takes many years to develop and is done in phases. The initial phase, among other activities, includes the preparation of an Environmental Impact Statement (EIS). At this time, the Veterans Administration is preparing an EIS which evaluates this and other possible sites. Sea Tac Area Update policy ST-VA1 calls for consideration of other uses for this site under the AOU zone designation if the Veteran's Administration has not received a partial or total appropriation within three years of adoption of this plan for cemetery development.

To implement update policy ST-VA1, this area zoning applies a P-suffix condition to the proposed cemetery site's associated AOU zoning. The P-suffix permits no development for three years from the date of this document's adoption or no later than January 1,

1992. Once the three years have passed, review of appropriate land uses for these properties should occur. Policies ST-A2, and ST-P5 provide guidance on alternative future land uses.

### **Port of Seattle Airport Land Use**

The 1979 Highline Community Plan used four different land use designations to identify properties owned and operated by the Port of Seattle for properties related to airport operations. These designations are: Airport Facility, Air Terminal Related Business, Light Manufacturing and Airport Open Use.

This update proposes to use two land use designations to identify those properties as covered by the Port of Seattle's 1985 Airport Master Plan. The Airport Facility land use designation has been placed on those properties which have been identified as having land uses directly related to the operation of an aircraft or of the airport. Included are air cargo processing and handling facilities and offices, flight kitchens, airport maintenance and storage areas, fuel storage, waste treatment, and general and corporate aviation. This land use designation will be implemented by using the Light Manufacturing (ML) zone with a P-suffix for Airport Facility uses only. The other land use designation used is Airport Open Use, which identifies those properties which are solely for buffer and low density uses which do not encourage large concentrations of people. The Airport Open Use zone will be used to implement this land use designation.

### **Natural Resources - Area Wide P-suffix Conditions**

Wetlands and creeks in the planning area are extremely sensitive to urbanization (see discussion in Chapter VI, Update Plan). King County Comprehensive Plan Policies E-101, E-303, E-307, E-311, E-314, E-315, E-321, E-322, and E-323 call for the protection, by various measures, of streams and wetlands.

This area zoning establishes specific requirements (P-suffix conditions) for development along creeks and wetlands throughout the planning area consistent with Sea Tac Update policies ST-NR2, ST-NR7, ST-NR8, ST-NR12 and ST-NR13 (see Appendix A). These areawide P-suffix conditions are necessary in order to protect, maintain and reduce natural systems degradation resulting from urbanization.

The guidelines contained in Sea Tac Area Update policies ST-NR12 and ST-NR13 (Chapter VI of the Plan) are applied as P-suffix conditions for all parcels in the planning area which have either County wetlands or Type I through V streams (see Drainage Basins and Water Systems map, Chapter VI of the Plan).

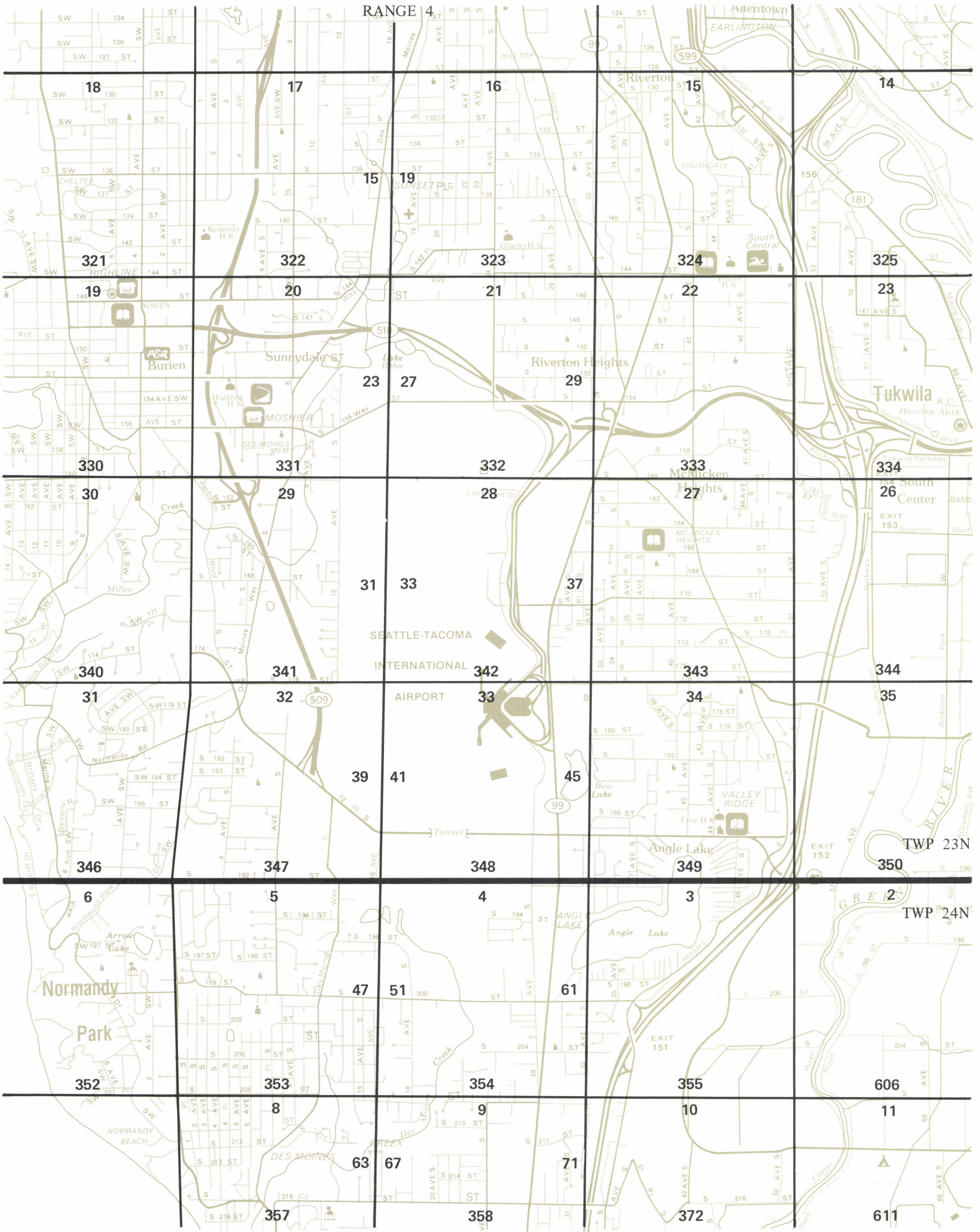


### **North Sea Tac Park Master Plan**

For Port of Seattle (POS) acquisition land north of Sea Tac Airport, King County and the POS are currently updating a 1980 park master plan. The updated park plan, when adopted, will guide recreational development and park management for this area (see discussion in Chapter VIII).

The update of the North Sea Tac Park Master Plan is a major element of this update which designates the area for airport open use to allow park development. The area zoning applies Airport Open Use Zoning (AOU) to implement the update designation. A P-suffix is applied to the AOU zone to limited development to park uses only.

For those parcels not yet acquired by the POS but still within the park master plan area the area zoning applies a potential AOU zone. Actualization of the AOU zone is for park use only.



# SEA TAC AREA ZONING

## Index to Zoning Maps



SeaTac  
Area Update

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1/2 0 1/2 1 Mile



King County Planning and  
Community Development Division  
1987



## E 17-23-4

### RS 7200 to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-T17
- \* Comprehensive Plan: F-240

### RM 900-P to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-T17
- \* Comprehensive Plan: F-240

### RM 2400-P to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The King County Sensitive Areas Map Folio identifies this area as having a significant water type present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Park Use Only;
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-T17, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

### RS 7200 (potential RM 2400) to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The King County Sensitive Areas Map Folio identifies this area as having a significant water type present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Park Use Only
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-T17, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### RS 7200 to AOU-P

The area between Des Moines Memorial Drive and 16th Ave. S. and north of S. 138th St. and south of S. 136th St.

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The King County Sensitive Areas Map Folio identifies this area as having a significant water type present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Park Use Only
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-T17, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### SR to AOU-P

The AOU-P zone establishes this area as appropriate for park use only. This area is covered by the North Sea Tac Park Master Plan, which establishes park uses compatible to airport operations.

The King County Sensitive Areas Map Folio identifies this area as having a significant water type present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Park Use Only
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-T17, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

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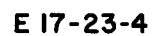
#### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for area wide development conditions for Transportation projects: STU-7, STU-51, STU-68, STU-70.





## W 16-23-4

### BN to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7
- \* Comprehensive Plan: F-240

### RS 7200 (Potential BN) to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7
- \* Comprehensive Plan: F-240

### RS 7200 to AOU-P

Old school site located between S. 128th St. and S. 130th St., east of 18th Ave. S. and west of 20th Ave. S.

The AOU zone provides an opportunity for non-residential uses compatible to airport operations and nearby residential homes. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Give notice of intent to reuse the facility and hold a public hearing for the purposes of advising the neighborhood of the proposed reuse and receiving comments. Notice of the public hearing shall follow the procedures described in KCC 21.62.070.
2. Develop a plan for the reuse of the facility which includes a list of the uses of conversion and conditions, a site plan showing the existing conditions, any proposed structural modifications, existing and proposed parking and access abutting right-of-way width and street and sidewalk improvements, fire access, existing vegetation and proposed landscaping, signs, and exterior lighting. A certificate of water availability shall be attached to the site plan.
3. Prepare an application which includes all written comments submitted and a verbatim transcript of all oral comments at the public hearing, addresses citizen concerns with conditions or limitations, and presents the site plan.
4. Submit the application and site plan to the manager of the Building and Land Development Division (BALD).

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-R3, ST-R4
- \* Comprehensive Plan: F-119, F-240

### RS 7200 to RS 7200 (Potential AOU)

Retention of the RS 7200 zone recognizes the existing City of Seattle Water Department Pump Station. Actualization of the AOU zone, will provide opportunities for non residential uses compatible to airport operations.

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-R3, ST-R4
- \* Comprehensive Plan: F-240

### RS 7200 to RS 7200-P (Potential AOU)

King County owned parcel between 16th Ave. S. and 18th Ave. S. and south of South 136th St.

The RS 7200-P zone recognizes the existing King County Public Works maintenance shop. The King County Sensitive Areas Map Folio identifies a significant water type present on this site. The following P-suffix conditions shall apply:

1. Non-residential uses only, compatible to airport operations and adjacent park use; and
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

Actualization of the AOU zone will provide opportunities for non-residential uses compatible to airport operations and the adjacent park use. To actualize the AOU zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.



The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-NR12, ST-NR13,
- \* Comprehensive Plan: F-115, F-240

RS 7200 to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7,
- \* Comprehensive Plan: F-240

RS 7200 to AOU-P

The area east of 20th Ave. South and north of South 140th St.

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The King County Sensitive Areas Map Folio identifies a significant water type present in this area. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Park use only;
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P6, ST-P7, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

SR to AOU-P

The AOU-P (Park Only) zone establishes this area as appropriate for park use only.

The King County Sensitive Areas Map Folio identifies a significant water type present in this area. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. Park use only;
2. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P4, ST-P5, ST-P6, ST-P7, ST-NR12, ST-NR13,
- \* Comprehensive Plan: F-240

SR to SR-P (potential AOU)

The retention of the SR zone recognizes the existing kennels on these parcels. The P-suffix does not permit conversion to residential use only. Actualization of the AOU zone will be for airport compatible uses only.

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-R3, ST-R4

SR (potential ML) to AOU-P

Reestablishes a 150' buffer from the centerline of S 142nd St. and 24th Ave. S. A minimum of Type II landscaping, 20' wide shall be provided along street frontage. The rest of the parcel may be used for airport compatible uses as permitted by the AOU zone.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4
- \* Comprehensive Plan: F-240

AOU to AOU-P

Reestablishes a 150' buffer from the centerline of S 142nd St. and 24th Ave. S. A minimum of Type II landscaping, 20' wide shall be provided along street frontage. The rest of the parcel may be used for airport compatible uses as permitted by the AOU zone.

- \* Sea Tac Update: ST-A3, ST-A4
- \* Comprehensive Plan: F-240

#### ML to ML-P

This area is in the extended clear zone as identified in the "Airport Land-use Planning Handbook" published by the California Dept. of Transportation. The handbook recommends land use restrictions to minimize the number of people exposed to aircraft crash hazards. The following P-suffix conditions shall apply:

1. No Commercial General Zone (C-G) uses as allowed under KCC 21.30;
2. Storage of material shall not exceed 30 feet in height;
3. Only the following uses under the M-L zone classification are allowed: KCC 21.32.020 C, E, G, H, J, K, L, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, DD, EE, FF, II, KK, LL, MM, NN, OO, PP, QQ, RR, SS, TT, UU, WW, XX, YY, ZZ, (A), (B), (C), (E), (F), (G), (H), (M);
4. Business and professional offices are allowed when in conjunction with the on-site use; and
5. Trucks shall not use residential streets.

The following policies are applicable:

- \* Sea Tac Update: ST-R2, ST-R3, ST-T16, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### ML-P to ML-P

This area is in the extended clear zone as identified in the "Airport Land-use Planning Handbook" published by the California Dept. of Transportation. The handbook recommends land use restrictions to minimize the number of people exposed to aircraft crash hazards. The following P-suffix conditions shall apply:

1. No Commercial General Zone (C-G) uses as allowed under KCC 21.30;
2. Storage of material shall not exceed 30 feet in height;
3. Only the following uses under the M-L zone classification are allowed: KCC 21.32.020 C, E, G, H, J, K, L, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, DD, EE, FF, II, KK, LL, MM, NN, OO, PP, QQ, RR, SS, TT, UU, WW, XX, YY, ZZ, (A), (B), (C), (E), (F), (G), (H), (M);
4. Business and professional offices are allowed when in conjunction with the on-site use; and
5. Trucks shall not use residential streets.

The following policies are applicable:

- \* Sea Tac Update: ST-R2, ST-R3, ST-T16, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

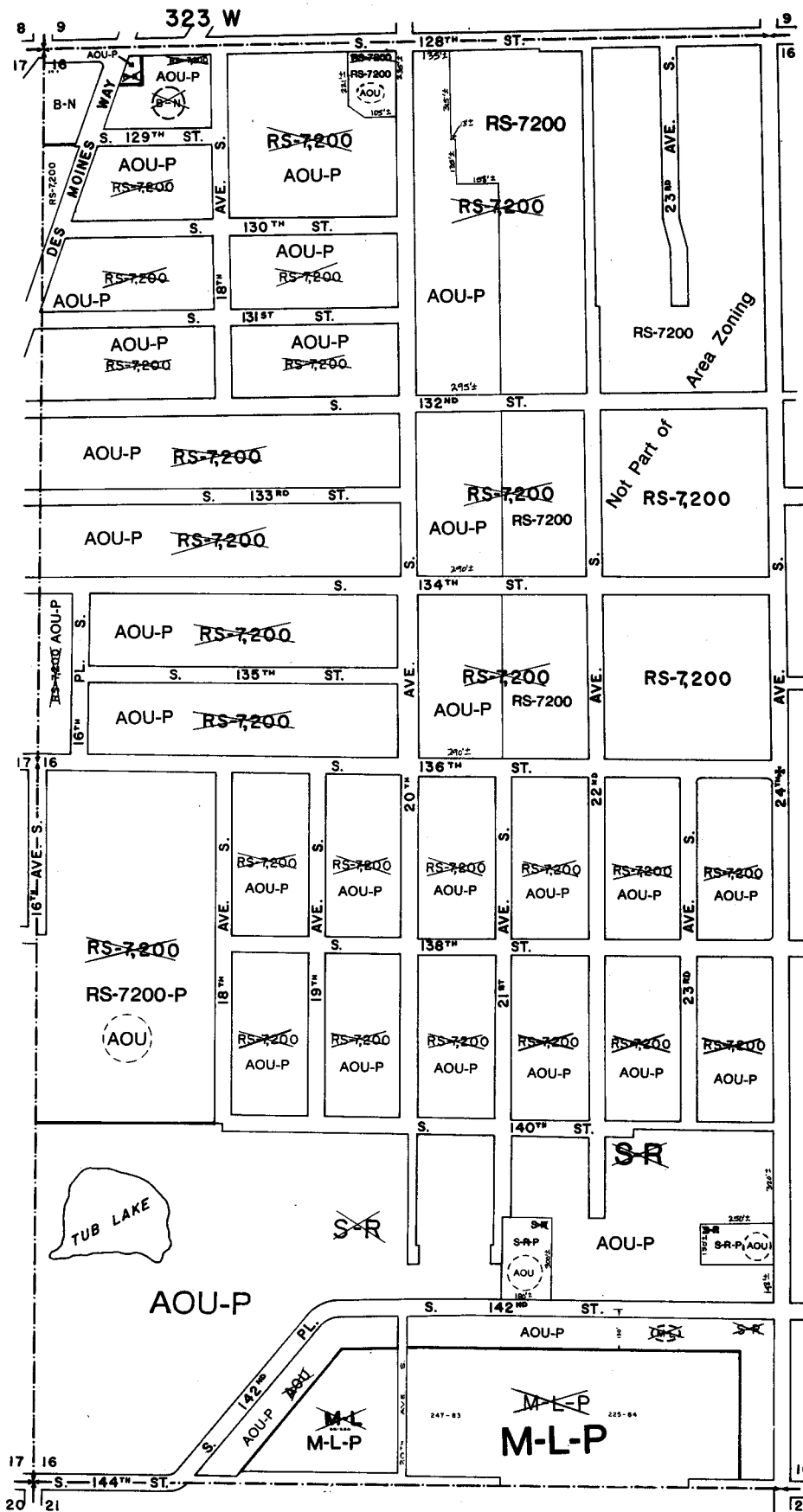
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#### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for area wide development conditions for Transportation projects: STU-27, STU-51



ML to AOU-P

The AOU zone provides an opportunity for non-residential uses that are compatible to airport operations.

The King County Sensitive Areas Map Folio indentifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

ML to ML-P

Maintains the opportunity for light industrial uses east of Des Moines Memorial Drive and between South 144th St. and South 145th Place (if extended). The following P-suffix conditions shall apply:

1. Type II, Landscaping - shrub only, 8' wide, shall be provided on the lot line adjacent to Des Moines Memorial Drive.
2. Landscaping shall be maintained so that sighting distance shall not be impeded to and from these parcels.

The following policies are applicable:

- \* Sea Tac Update: ST-R3, ST-R4, ST-CI3, ST-T17
- \* Comprehensive Plan: E-302, CI-231, CI-232

ML to ML-P

Maintains the opportunity for light industrial uses east of Des Moines Memorial Drive.

The King County Sensitive Areas Map Folio indentifies this area as having significant and water types present.

To develop this area the following conditions apply:

1. Type II, Landscaping - shrub only, 8' wide, shall be provided on the lot line adjacent to Des Moines Memorial Drive.
2. Landscaping shall be maintained so that sighting distance shall not be impeded to and from this parcel.
3. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-NR12, ST-NR13, ST-R3, ST-R4, ST-CI3, ST-T17
- \* Comprehensive Plan: E-302, CI-231, CI-232

#### SR (potential ML) to AOU

The AOU zone, provides an opportunity for non-residential uses that are compatible to airport operations.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4
- \* Comprehensive Plan: F-240

#### SR to AOU-P

The AOU zone permits uses that are compatible to airport operations. This area (north of SR 518) is also within the FAA Clear Zone. The FAA prohibits any structures within the clear zone area.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### SR to AOU-P

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this parcel as airport buffer zone.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-C13, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-239

#### RS 7200 to ML-P

The ML zone recognizes the Port of Seattle's 1985 Master Plan for Sea Tac International airport. The "P" suffix limits the uses to Airport Facility use only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A2, ST-A3
- \* Comprehensive Plan: F-236

RS 7200 to AOU

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this parcel as airport buffer zone. For further amplification, see the 1985 Port of Seattle Master plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3
- \* Comprehensive Plan: F-239

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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for area wide development conditions for Transportation projects: STU-8, STU-22, STU-53, STU-70





SR (potential ML) to AOU-P

Reestablishes a 150' buffer from the centerline of 24th Ave. S. A minimum of Type II landscaping, 20' deep shall be provided along street frontage. The remainder of the site may be used for airport compatible land uses as permitted by the AOU zone.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4
- \* Comprehensive Plan: F-240

ML to ML-P

This area is in the extended clear zone as identified in the "Airport Land-use Planning Handbook" published by the California Dept. of Transportation. The handbook recommends land use restrictions to minimize the number of people exposed to aircraft crash hazards. The following P-suffix conditions shall apply:

1. No Commercial General Zone (C-G) uses as allowed under KCC 21.30;
2. Storage of material shall not exceed 30 feet in height;
3. Only the following uses under the M-L zone classification are allowed: KCC 21.32.020 C, E, G, H, J, K, L, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, DD, EE, FF, II, KK, LL, MM, NN, OO, PP, QQ, RR, SS, TT, UU, WW, XX, YY, ZZ, (A), (B), (C), (E), (F), (G), (H), (M);
4. Business and professional offices are allowed when in conjunction with the on-site use; and
5. Trucks shall not use residential streets.

The following policies are applicable:

- \* Sea Tac Update: ST-R2, ST-R3, ST-T16, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

ML-P to ML-P

This area is in the extended clear zone as identified in the "Airport Land-use Planning Handbook" published by the California Dept. of Transportation. The handbook recommends land use restrictions to minimize the number of people exposed to aircraft crash hazards. The following P-suffix conditions shall apply:

1. No Commercial General Zone (C-G) uses as allowed under KCC 21.30;
2. Storage of material shall not exceed 30 feet in height;
3. Only the following uses under the M-L zone classification are allowed: KCC 21.32.020 C, E, G, H, J, K, L, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, DD, EE, FF, II, KK,

LL, MM, NN, OO, PP, QQ, RR, SS, TT, UU, WW, XX, YY, ZZ, (A), (B), (C), (E), (F), (G), (H), (M);

4. Business and professional offices are allowed when in conjunction with the on-site use; and
5. Trucks shall not use residential streets.

The following policies are applicable:

- \* Sea Tac Update: ST-R2, ST-R3, ST-T16, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### AOU (potential ML) to AOU (potential ML)

To actualize the potential zone, the applicant shall be required to provide and maintain a minimum of Type II Landscaping, 10' wide along 24th Avenue South. The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4, ST-CI3, ST-T16
- \* Comprehensive Plan: F-240

#### SR (potential ML) to ML-P

The ML zone provides an opportunity for development that supports airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this area for remote parking for employees. A portion of this property is within the FAA clear zone area. The FAA prohibits any structures within the clear zone area. The P-suffix is for Type III Landscaping, 10' wide along 24th Avenue South.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4, ST-CI3, ST-T16
- \* Comprehensive Plan: F-240

#### RS 7200 to AOU-P

The AOU zone permits uses that are compatible to airport operations. This area is also within the FAA Clear Zone. The FAA prohibits any structures within the clear zone area.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### ML to ML-P

The ML-P zone provides an opportunity for development that supports airport operations in this area, south of State Route 518.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the ML-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-NR12, ST-NR13, ST-R2, ST-R3
- \* Comprehensive Plan: F-240

#### SR to AOU-P

The AOU zone permits uses that are compatible to airport operations. This area is also within the FAA Clear Zone. The FAA prohibits any structures within the clear zone area.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A3, ST-A4, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### RS 7200 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, please see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A2, ST-A3
- \* Comprehensive Plan: F-236

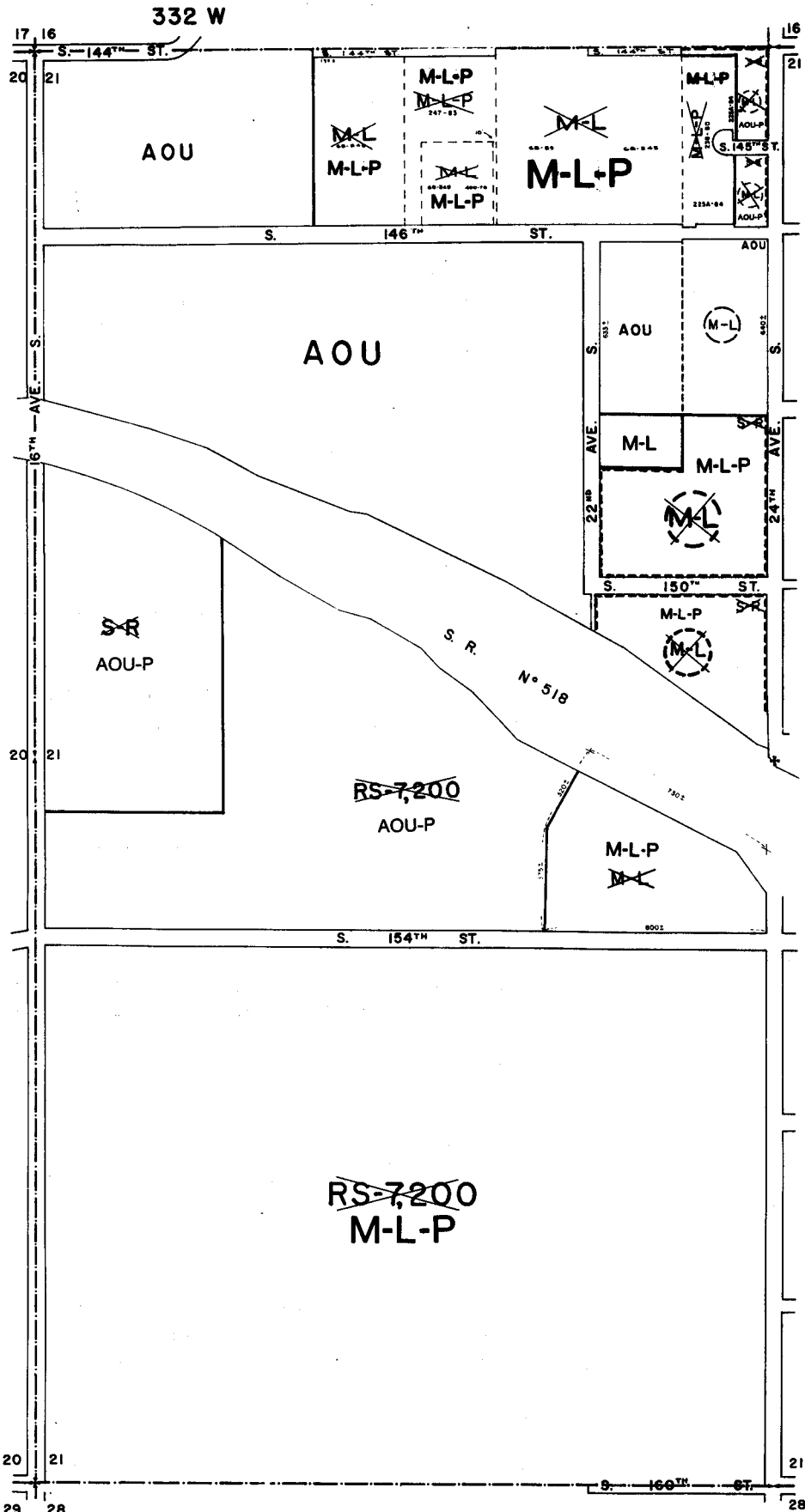
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#### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for area wide development conditions for Transportation projects: STU-22



W 21-23-4

RS 7200 to RS 7200 (Potential RM 900)

Retention of the RS 7200 zone recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program. Actualization of the RM 900 zone is for Office Park use only.

See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Office Park Designation. For a full discussion of Office Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-CI4, ST-CI11, ST-T5, ST-T6, ST-T16
- \* Comprehensive Plan: R-210, E-301

RS 7200 (potential RM 2400) to RS 7200 (potential RM 900)

Retention of the RS 7200 zone recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program. Actualization of the RM 900 zone is for Office Park use only.

See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Office Park Designation. For a full discussion of Office Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-CI4, ST-CI11, ST-T5, ST-T6, ST-T16
- \* Comprehensive Plan: R-210, E-301

RS 7200 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A2
- \* Comprehensive Plan: F-236

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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete policies.

See Area Zoning Highlights for area wide development conditions for Transportation projects: STU-2, STU-10



RS 7200 to AOU-P

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport designates this area as airport buffer zone. For further amplification please see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-A4, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

RS 7200 to AOU

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this parcel as airport buffer zone. For further amplification, please see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3
- \* Comprehensive Plan: F-240

RM 900-P to AOU-P

The AOU (Airport Facility Only) permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this parcel as airport buffer zone. For further amplification, please see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3
- \* Comprehensive Plan: F-240

RS 7200 to ML-P

The ML-P (Airport Facility Only) zone establishes the property controlled by the Port of Seattle to be used only for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A2, ST-A3, ST-T16
- \* Comprehensive Plan: F-236

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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Update policies.





RS 7200 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

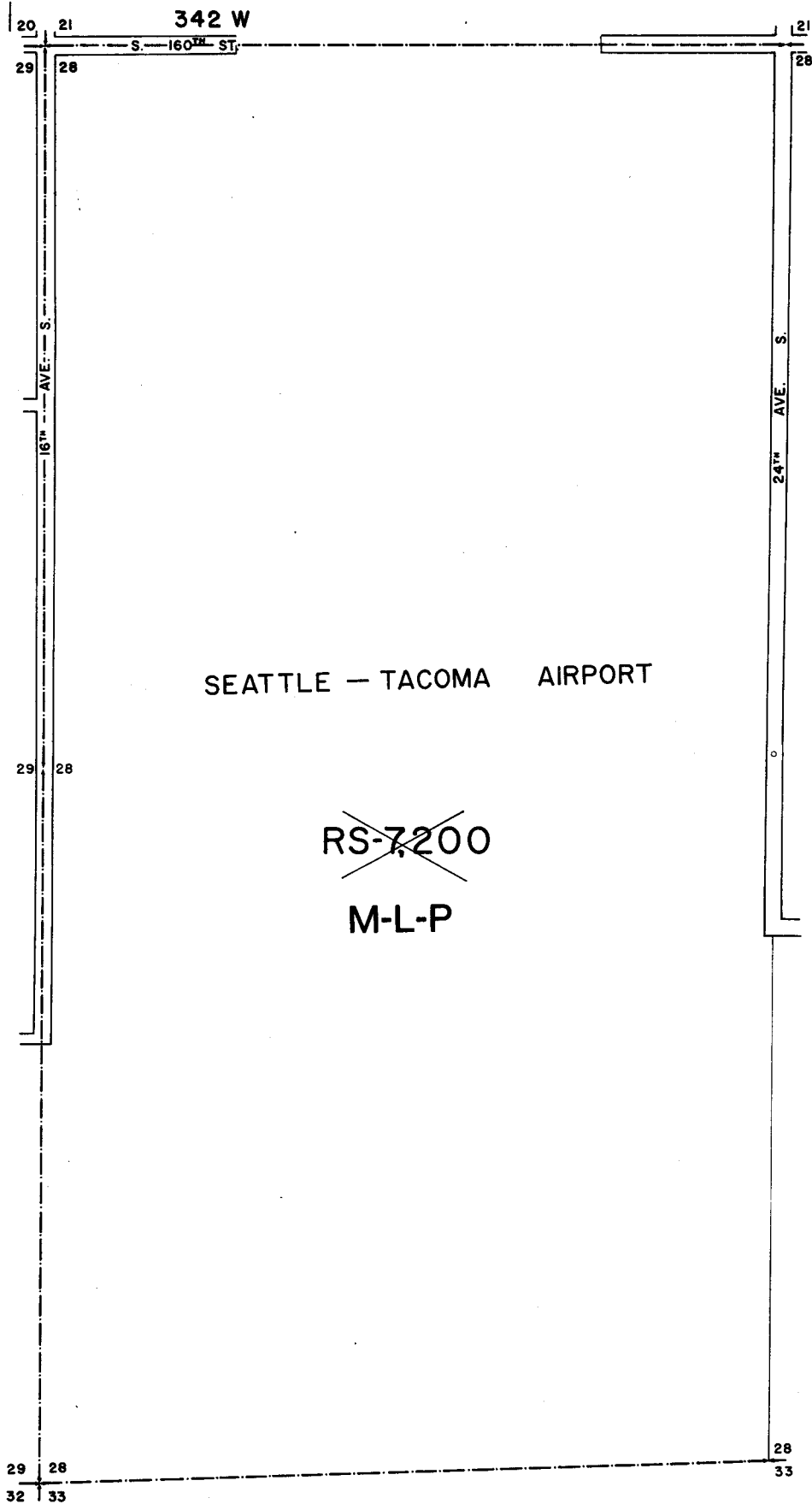
- \* Sea Tac Update: ST-A1, ST-A2, ST-A3
- \* Comprehensive Plan: F-236

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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete policies.



W 28-23-4

RS 7200 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. The following P-suffix conditions shall apply:

1. Airport Facility Use Only
2. No new billboards are permitted

For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3, ST-U2
- \* Comprehensive Plan: F-236

CG-P to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. The following P-suffix conditions shall apply:

1. Airport Facility Use Only
2. No new billboards are permitted

For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3, ST-U2
- \* Comprehensive Plan: F-236

BC-P to BC-P (Potential ML)

Retention of the BC-P zone recognizes the existing use only. The following P-suffix conditions shall apply:

1. Redevelopment to other commercial uses is not permitted
2. No new billboards shall be allowed

Establishes the property controlled by the Port of Seattle for future airport facility uses only. To actualize the potential zone the following conditions shall apply:

1. Airport Facility use only
2. No new billboards are allowed

For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3, ST-U2
- \* Comprehensive Plan: F-236

BC-P to BC-P

The following P-suffix condition shall apply:

1. No new billboards are permitted

The following policies are applicable:

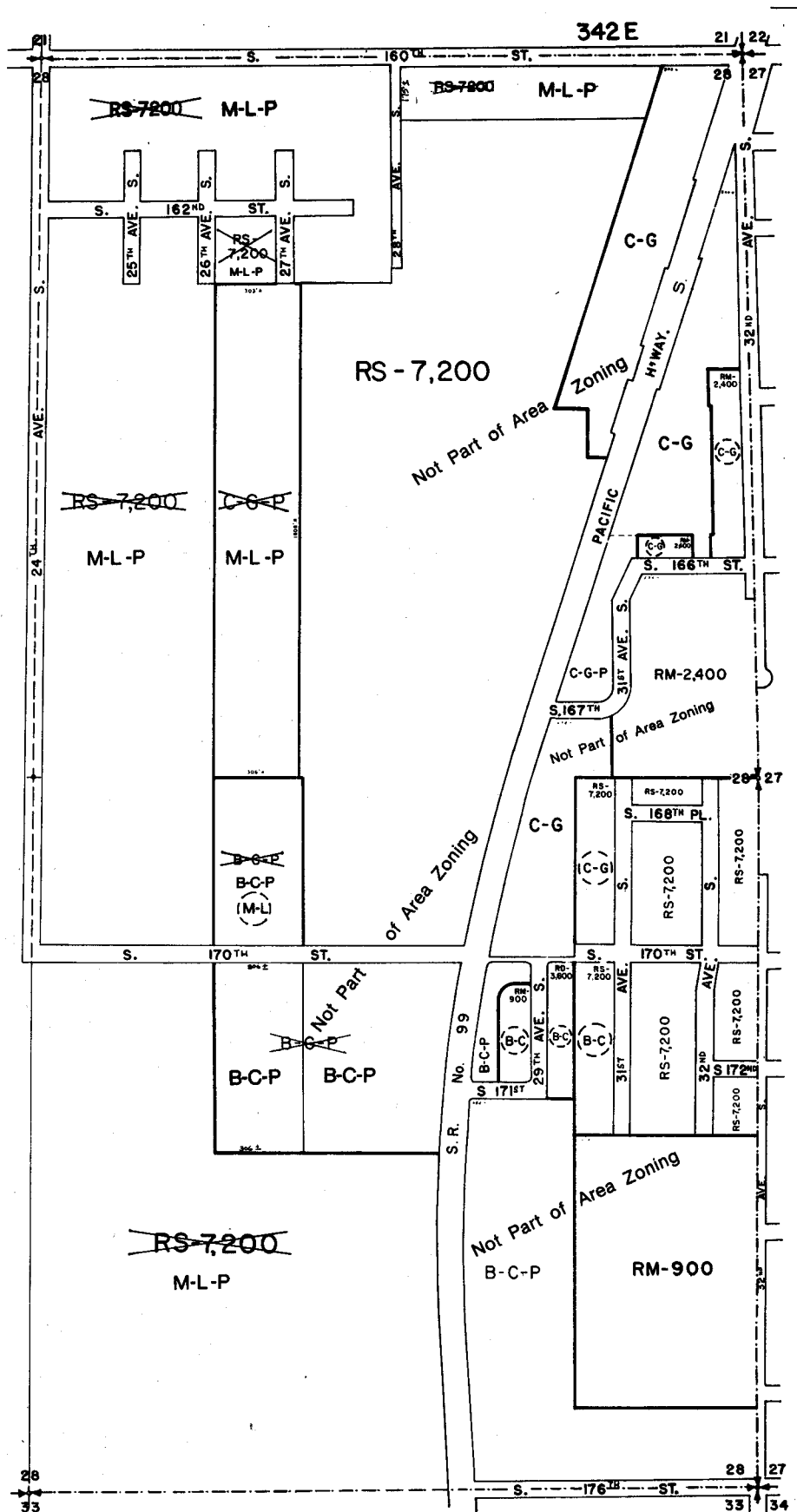
- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1

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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.





## E 32-23-4

### RS 7200 to AOU

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport designates this parcel as airport buffer zone. The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3
- \* Comprehensive Plan: F-240

### RS 7200 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport. The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A2, ST-A3
- \* Comprehensive Plan: F-236

### RS 7200 to RS 7200 (potential RM 900)

Retention of the RS 7200 zone provides the opportunity for residential development. Actualization of the RM 900 zone shall be for Office Park use only.

To actualize the potential RM 900 zone, (office park only,) the office park development guidelines under Area Zoning Highlights and the following development conditions shall apply:

1. Refuse areas shall be located away from residential areas and screened from view.
2. The maximum building height limit shall be 35 feet pursuant to KCC 21.04.155 and KCC 21.04.465 and as might be required by KCC 21.48.
3. Fifty feet of Type I Landscaping (screen) is required along the arterial and local access streets.
4. A performance bond of \$5000.00 for maintenance of landscaping is required.
5. All development shall be in conformance with King County road adequacy standards and road design standards.
6. Preferred access to the Office Park development shall be from Des Moines Memorial Drive. Prior to the issuance of building permits, the applicant must show proof that access to Des Moines Memorial Drive was denied by the appropriate authorities or private property owners.
7. Right-of-way dedication is required if necessary to meet collector arterial standards.

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-CI4, ST-CI5, ST-CI6, ST-CI12, ST-R3, ST-R5
- \* Comprehensive Plan: CI-220, R-210, E-301, F-211, F-212

### RS 7200 to RM 900-P

The RM 900-P (Office Park Only) zone recognizes the opportunity for office park development at this location. In addition to the office park development conditions found under the Area Zoning Highlights, the following development conditions shall apply:

1. Curbs, gutter and sidewalks shall be required and paid for by the developer on both sides of 8th Avenue South from Des Moines Memorial Drive to South 193rd Street (if extended). If sufficient right-of-way on the west side of 8th Avenue South is not available for sidewalks, the developer shall build and maintain a parallel pathway on the west side in lieu of sidewalks. The developer may provide funding to King County Department of Public Works to build the pathway. Standards of construction shall be approved by the Department of Public Works.
2. Refuse areas shall be located away from residential areas and screened from view.
3. The maximum building height limit shall be 35 feet pursuant to KCC 21.04.155 and KCC 21.04.465 and as might be required by KCC 21.48.
4. Fifty feet of Type I Landscaping (screen) is required along the arterial and local access streets.
5. Twenty feet of Type II Landscaping (Visual Buffer) and a six foot fence are required to protect the abutting residential properties.
6. A performance bond of \$5000.00 for maintenance of landscaping is required.
7. All development shall be in conformance with King County road adequacy standards and road design standards.
8. Preferred access to the Office Park development shall be from Des Moines Memorial Drive. Prior to the issuance of building permits, the applicant must show proof that access to Des Moines Memorial Drive was denied by the appropriate authorities or private property owners.
9. Right-of-way dedication is required if necessary to meet collector arterial standards.

The following policies are applicable:

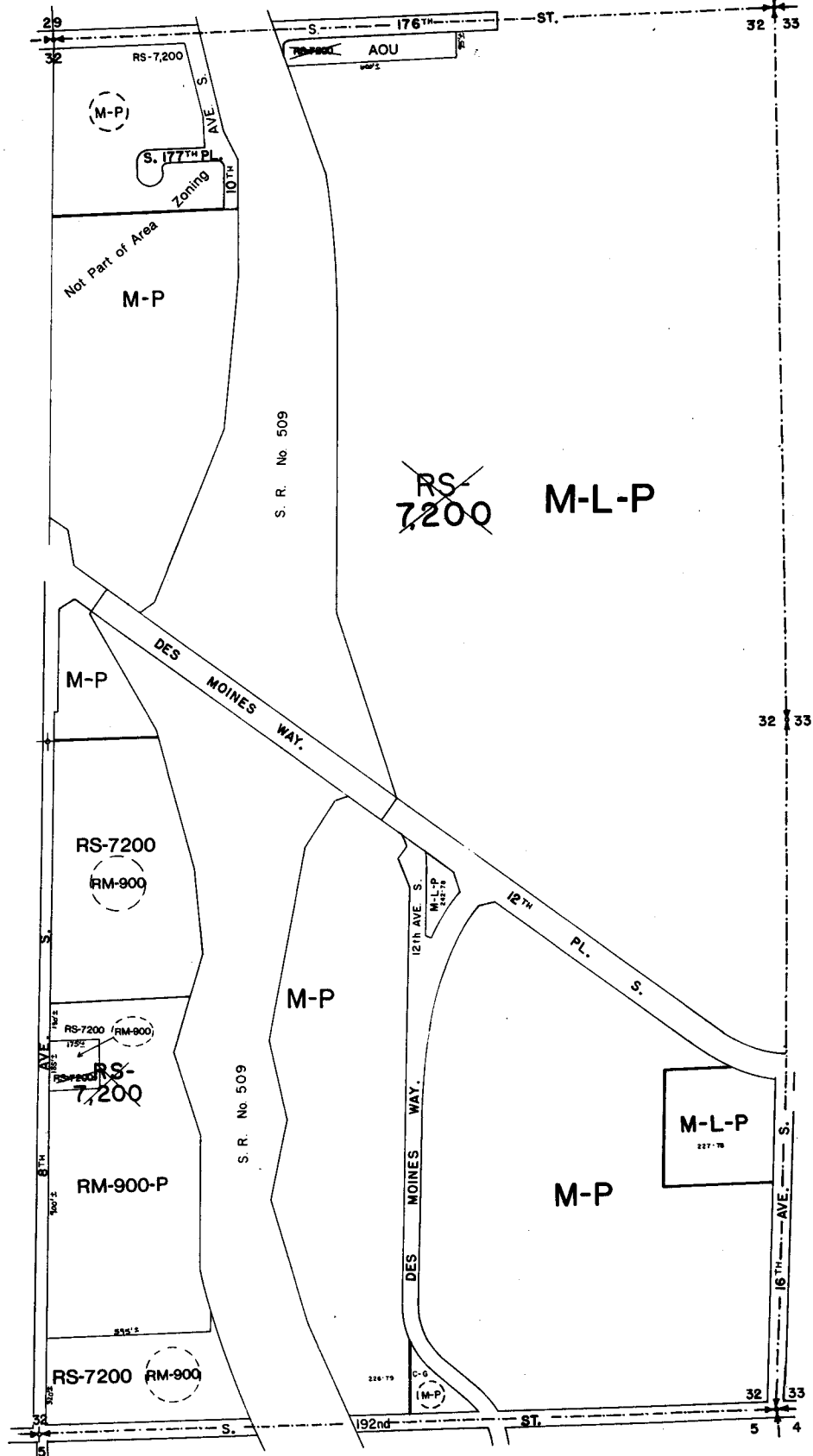
- \* Sea Tac Update: ST-CI3, ST-CI4, ST-CI5, ST-CI6, ST-CI12, ST-T5, ST-R3, ST-R5
- \* Comprehensive Plan: CI-220

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### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.



RS 7200 to ML-P

The ML-P (Airport Facility Only) zone establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A2, ST-A3
- \* Comprehensive Plan: F-236

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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

348 W

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28  
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~~RS-7,200~~  
M-L-P

32 33

S. 188<sup>TH</sup> ST.

~~RS-7,200~~  
M-L-P

S.  
16<sup>TH</sup> AVE.

32 33  
5 4

S. 192<sup>ND</sup> ST.

33  
4

W 33-23-4

RS 7200 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport. The following P-suffix conditions shall apply:

1. A minimum of Type II landscaping 10' wide shall be provided on parcels that front on streets;
2. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3, ST-U2
- \* Comprehensive Plan: F-236

BC-P to BC-P

The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping requirements have been met;
2. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1
- \* Comprehensive Plan: CI-215

#### RM 900 to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport. The following P-suffix condition shall apply: Landscaping, Type II 10' wide shall be provided on parcels that front on streets.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3
- \* Comprehensive Plan: F-236

#### ML-P to ML-P

The ML-P (Airport Facility Only) establishes property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport. The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. A minimum of Type II landscaping, 10' wide shall be provided on parcels that front on streets;
3. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3, ST-U2, ST-U4, St-CI1
- \* Comprehensive Plan: F-236, CI-215

RS 7200 (Potential RM 900) to ML-P

The ML-P (Airport Facility Only) establishes the property controlled by the Port of Seattle to be used for airport facility uses only. For further amplification, see the 1985 Port of Seattle Master Plan for Sea Tac International Airport. The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. A minimum of Type II landscaping, 10' wide, shall be provided on parcels that front on streets;
3. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-A3, ST-U2, ST-U4, ST-CI1
- \* Comprehensive Plan: F-236, CI-215

CG-P to CG-P

The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. No new billboards are permitted.

The following policies are applicable:

Sea Tac Update; ST-U2, ST-U4, ST-CI1

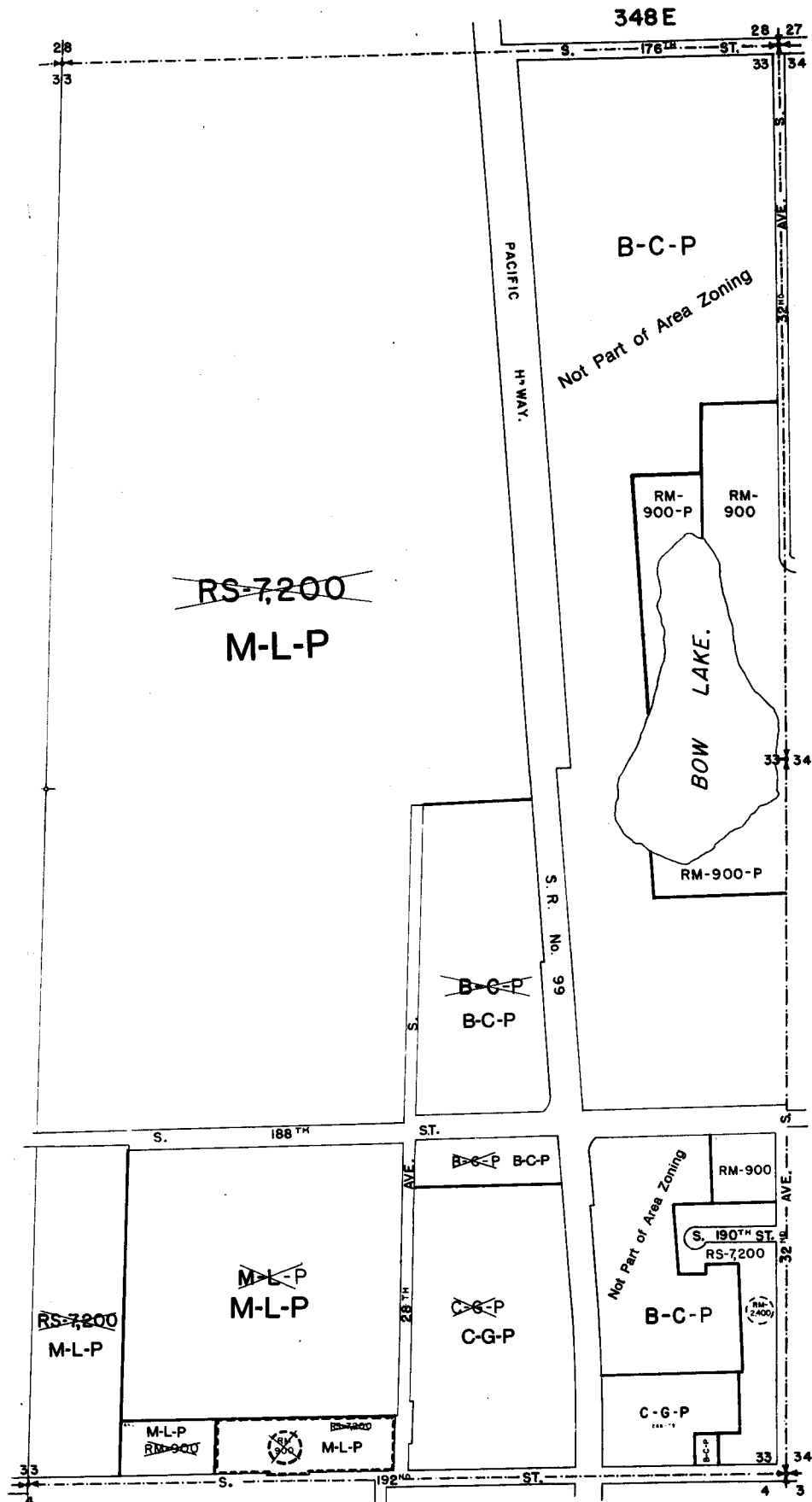
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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for areawide development conditions for Transportation projects: STU-3, STU-5, STU-14, STU-55, STU-71.





RS 7200 to RM 900-P

The RM 900-P (Office Park Only) zone recognizes the opportunity for office park development at this location. In addition to the office park development conditions found under the Area Zoning Highlights, the following development conditions shall apply:

1. Curbs, gutter and sidewalks shall be required and paid for by the developer on both sides of 8th Avenue South from Des Moines Memorial Drive to South 193rd Street (if extended). If sufficient right-of-way on the west side of 8th Avenue South is not available for sidewalks, the developer shall build and maintain a parallel pathway on the west side in lieu of sidewalks. The developer may provide funding to King County Department of Public Works to build the pathway. Standards of construction shall be approved by the Department of Public Works.
2. Refuse areas shall be located away from residential areas and screened from view.
3. The maximum building height limit shall be 35 feet pursuant to KCC 21.04.155 and KCC 21.04.465 and as might be required by KCC 21.48.
4. Fifty feet of Type I Landscaping (screen) is required along the arterial and local access streets.
5. Twenty feet of Type II Landscaping (Visual Buffer) and a six foot fence are required to protect the abutting residential properties.
6. A performance bond of \$5000.00 for maintenance of landscaping is required.
7. All development shall be in conformance with King County road adequacy standards and road design standards.
8. Preferred access to the Office Park development shall be from Des Moines Memorial Drive. Prior to the issuance of building permits, the applicant must show proof that access to Des Moines Memorial Drive was denied by the appropriate authorities or private property owners.
9. Right-of-way dedication is required if necessary to meet collector arterial standards.

The following policies are applicable:

- \* Sea Tac Update: ST-CI3, ST-CI4, ST-CI5, ST-CI6, ST-CI12, ST-R3, ST-R5
- \* Comprehensive Plan: CI-220

CG (potential ML) to ML-P

The Light Manufacturing zone at this location recognizes existing uses and provides opportunities for future redevelopment compatible with surrounding industrial uses.

The following policies are applicable:

- \* Sea Tac Update: ST-U7, ST-CI2, ST-CI4
- \* Comprehensive Plan: F-240

BC (potential ML) to ML-P

The Light Manufacturing zone at this location recognizes existing uses and provides opportunities for future redevelopment compatible with surrounding industrial uses.

The following policies are applicable:

- \* Sea Tac Update: ST-U7, ST-CI2, ST-CI4
- \* Comprehensive Plan: F-240

#### RS 7200 (potential ML) to ML-P

The Light Manufacturing zone at this location recognizes existing uses and provides opportunities for future redevelopment compatible with surrounding industrial uses.

The following policies are applicable:

- \* Sea Tac Update: ST-U7, ST-CI2, ST-CI4
- \* Comprehensive Plan: F-240

#### MP to MP-P

The MP-P zone recognizes existing uses and provides redevelopment opportunities for manufacturing park uses.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the MP-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-U4, ST-U5, ST-U6, ST-U7, ST-CI1, ST-CI3, ST-CI4, ST-CI5, ST-T5, ST-NR12, ST-NR13

#### ML-P to ML-P

The ML-P zone recognizes existing uses and provides redevelopment opportunities for light manufacturing uses.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the ML-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-U4, ST-U5, ST-U6, ST-U7, ST-CI1, ST-CI3, ST-CI4, ST-CI5, ST-T5, ST-NR12, ST-NR13

#### RS 7200 to RS 7200 (Potential AOU)

Retention of the RS 7200 zone recognizes the residential homes in this area that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program. Specifically, lots 9, 10, 11, 12, 13 and 14 lying westerly of State Route 509 Right-of-Way (Plat Koessner Addition. Volume 57, page 75-77)

Actualization of the AOU zone provides opportunities for non-residential uses that are compatible to airport operations.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-A4
- \* Comprehensive Plan: F-240

#### RS 7200 to RS 7200 (Potential AOU)

Retention of the RS 7200 zone recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program. Actualization of the AOU zone provides opportunities for non-residential uses that are compatible to airport operations.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-A4
- \* Comprehensive Plan: F-240

RS 7200 to AOU-P

The AOU zone at this location (south of South 200th Street) provides for non-residential uses that are compatible to airport operations. The following P-suffix condition shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-A1
- \* Comprehensive Plan: F-240

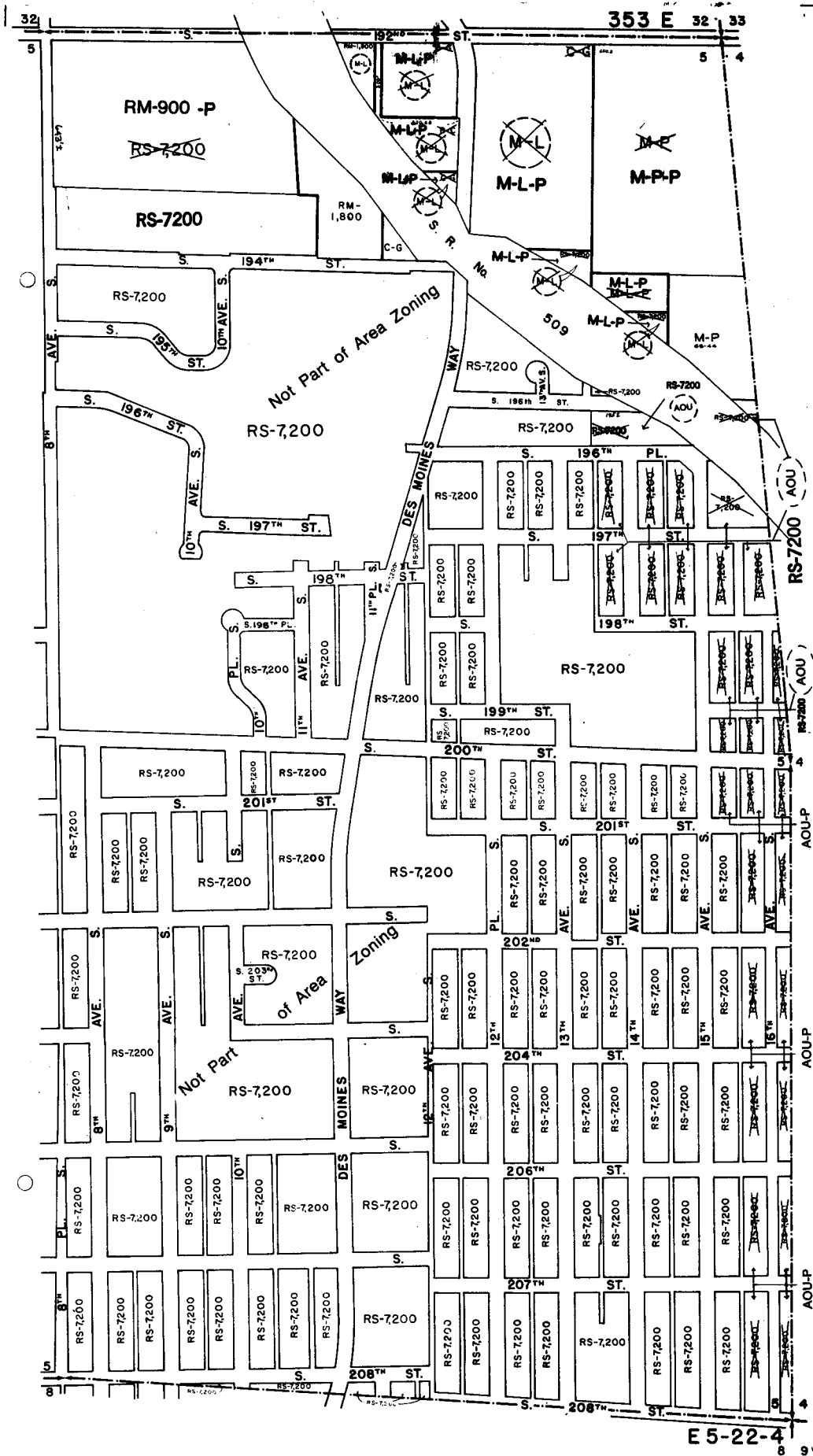
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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for areawide developments conditions for Transportation projects: STU-4, STU-13, STU-26, STU-27, STU-54, STU-66.



## W 4-22-4

### MP to AOU-P

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this parcel as open space.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240,

### SR to AOU

The AOU zone permits uses that are compatible to airport operations. The Port of Seattle's 1985 Master Plan for Sea Tac International Airport, designates this parcel as airport buffer zone.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-P9
- \* Comprehensive Plan: F-240

### RS 7200 to AOU-P

The AOU zone permits uses that are compatible to airport operations. This area is also within the FAA Clear Zone. The FAA prohibits any structures within the clear zone area.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3, ST-A4, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

### ML-P to CG-P

The CG zone establishes this area as appropriate for future commercial development. A portion of this area is within an established FAA Clear Zone. The King County Council in its review of this area, recognized the potential benefits this area would derive based on its proximity to the adjacent Business Park area, especially future road improvements made through a local Road Improvement District for the Business Park. In order to make this area compatible to the business park area and possible inclusion in a Road Improvement District, the following P-suffix conditions shall apply:

1. Only the permitted uses listed under business park development Condition #3 for Business Park development, excluding parcel service delivery, shall be allowed; and
2. All of the remaining business park development conditions shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A4, ST-CI1, ST-CI2, ST-CI4
- \* Comprehensive Plan: CI-220, CI-226

### SR to AOU-P

The AOU zone at this location (south of South 200th Street) provides for non-residential uses that are compatible to airport operations.

The following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.
3. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-VA1, ST-VA2, ST-P9
- \* Comprehensive Plan: F-240

#### RS 7200 to AOU-P

The AOU zone at this location (south of South 200th Street) provides for non-residential uses that are compatible to airport operations.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.
3. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-VA1, ST-VA2, ST-P9, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### SE to AOU-P

The AOU zone at this location (south of South 200th Street) provides for non-residential uses that are compatible to airport operations.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area,

which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

3. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-VA1, ST-VA2, ST-P8, ST-NR12, ST-NR13
- \* Comprehensive Plan: F-240

#### RD 3600 to AOU-P

The AOU zone at this location (south of South 200th Street) provides for non-residential uses that are compatible to airport operations.

The following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area,
- 0 which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.
3. The Wetlands and Stream Corridor protection guidelines as outlined in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-A1, ST-VA1, ST-VA2, ST-P9
- \* Comprehensive Plan: F-240

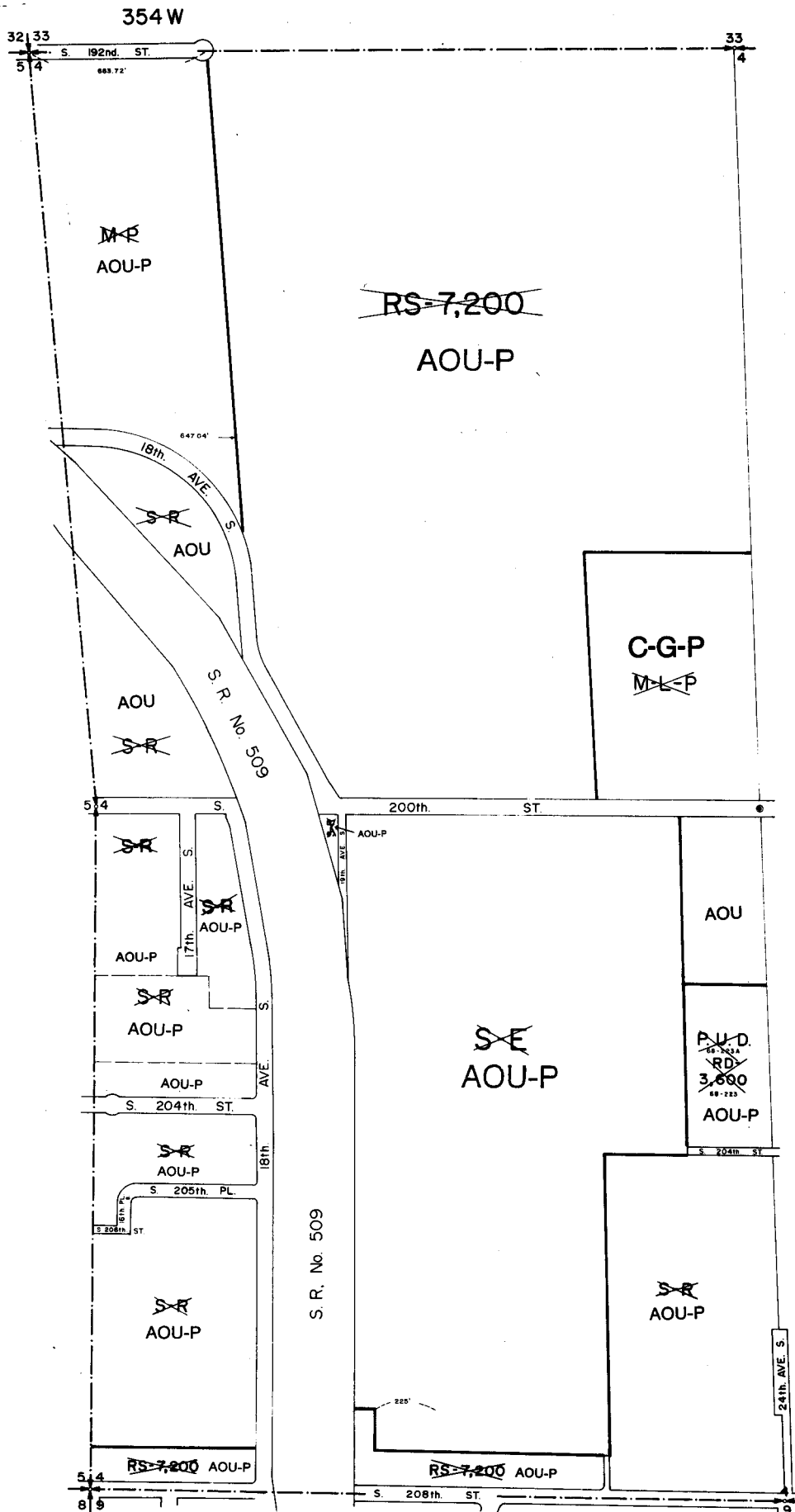
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#### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for areawide development conditions for Transportation projects: STU-1, STU-4, STU-5, STU-55





BC-P to MP-P

Establishes future land use for Business Park Development. See Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

RS 7200 (potential BC) to MP-P

Establishes future land use for Business Park Development. See Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

RM 2400 (potential BC) to RM 900-P (potential BC)

The P-suffix limits development under the RM 900 zone to non-residential uses only. Establishes future land use for commercial development. To actualize the potential BC zone, the following conditions apply:

1. Site plan review to ensure landscaping provisions are met;
2. No new billboards shall be permitted.

The following policies are applicable:

- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1
- \* Comprehensive Plan: CI-215

BC-P to BC-P

The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Update: St-U2, ST-U4, ST-CI1

RM 1800 (potential BC) to RS 7200 (potential BC)

The RS 7200 recognizes the existing residential use.

The potential BC zone provides an opportunity for commercial use. To actualize the potential zone, the following conditions apply:

1. Site plan review to ensure landscaping provisions are met;
2. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1
- \* Comprehensive Plan: CI-215

RM 900-P to RM 900-P (potential BC)

Retention of the RM 900-P zone provides an opportunity for non-residential uses at this location.

The potential BC zone provides an opportunity for commercial use. To actualize the potential zone, the following conditions apply:

1. Site plan review to ensure landscaping provisions are met;
2. No new billboards are permitted

The following policies are applicable:

- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1
- \* Comprehensive Plan: CI-215

RM 900-P to BC-P

The BC zone provides an opportunity for future commercial use at this location. The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Area Update: ST-U2, ST-U4, ST-CI1

RS 7200 (potential BC) to RS-7200 (potential BC)

Retention of the RS 7200 zone recognizes the existing single family residents. The potential BC zone provides an opportunity for future commercial development. To actualize the potential zone, the following development conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. No new billboards are permitted.

The following policies are applicable:

- \* Sea Tac Area Update: ST-U2, ST-U4, ST-CI1

RS 7200 (potential BC) to RS 7200 (potential MP)

Retention of the RS 7200 zone (parcels west of 28th Avenue South) recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program.

Establishes future land use for Business Park development. To actualize the potential zone see Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

RS 7200 (Potential RM 900) to AOU

The AOU zone permits uses that are compatible to airport operations. See the Port of Seattle's 1985 Master Plan for further amplification.

The following policies are applicable:

- \* Sea Tac Update: ST-A2, ST-A3
- \* Comprehensive Plan: F-240

RS 7200 (Potential RM 900) to RS 7200 (potential MP)

Retention of the RS 7200 zone recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program.

Actualization of the potential MP zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9

#### RS 7200 to RS 7200 (Potential MP)

Retention of the RS 7200 zones recognizes the residential homes (Lowe's Terrace No. 6) that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9

#### CG-P to CG-P

The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. No new billboards are permitted

The following policies are applicable:

- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1

#### CG to CG-P

The following P-suffix conditions shall apply:

1. Site plan review to ensure landscaping provisions have been met;
2. No new billboards are permitted

The following policies are applicable:

- \* Sea Tac Update: ST-U2, ST-U4, ST-CI1

#### RM 900 to MP-P

Establishes future land use for Business Park development. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### RS 7200 (Potential RM 900) to MP-P

Establishes future land use for Business Park development. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### RS 7200 to MP-P

Establishes future land use for Business Park development. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### RM 900 to RM 900 (Potential MP)

Retention of the RM 900 zone recognizes the existing single family homes (north of S 200th St on the east and west sides of 26th Ave. S) that are scheduled to be acquired by the Port of Seattle under its Noise Remedy Program.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226.

#### RM 2400 (Potential RM 1800) to RM 900-P (Potential MP)

The P-suffix limits development under the RM 900 zone to non-residential uses and other uses that do not allow permanent residency.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the

Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### CG to CG-P (Potential MP)

Retention of the CG zone recognizes the existing commercial use. The following P-suffix conditions shall apply:

1. Existing use only;
2. No new billboards are permitted;
3. No outdoor storage.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9.
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### AOU TO AOU (Potential MP)

Provides for future Business Park development.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### RS 7200 to RS 7200 (Potential MP)

Retention of the RS 7200 zone recognizes the existing use. Application of the potential MP zone provides an opportunity for Business Park development.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the

Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

ML-P to ML-P (Potential MP)

The following P-suffix conditions shall apply:

1. Uses shall be limited to expansion of existing warehouse only;
2. Lot coverage shall be limited to 35% not including paved areas;
3. No new billboards shall be permitted.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

RM 900 to RMHP (Potential MP)

The zoning is changed from RM 900 (Maximum Density Multiple-Dwelling/Restricted Service) to RMHP (Residential Mobile Home Park) because of the existing mobile home park.

This area is potentially zoned MP (Manufacturing Park) because it could be suitable for future business park development if and when a relocation assistance program or other comparable means exists for the displaced mobile home park tenants. Before the 28th Avenue South property containing mobile home parks can be reclassified from RMHP to MP (Manufacturing Park) to allow business park development, the following conditions must be met:

1. A relocation assistance program or other comparable assistance must be available. The program must allow flexibility in housing options for displaced tenants and shall meet the following criteria:
  - a. Have options for relocation funding, and
  - b. Have options for new mobile home sites, including potential new park development. New sites should be:
    - Located no more than 15 miles from Sea-Tac
    - Located within an urban area and compatible with surrounding land uses;
    - Rented for no more than average market pad rent based on U.S. Department of Housing and Urban Development Fair Market Rent for mobile home parks; and

- Located within one quarter mile of public transit and close to shopping.
2. The manager of the Division of Planning and Community Development shall determine that funding for a relocation assistance program has been deposited in escrow or otherwise secured.

Actualization of the potential zone shall be for Business Park development only - see the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development, in the Sea-Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-R2, ST-R3, ST-R6, ST-R7, ST-R8, ST-R9

#### RM 900 to RM 900-P (Potential MP)

Retention of the RM 900 zone with P-suffix conditions provide an opportunity for nonresidential uses. The following P-suffix conditions shall apply:

1. Redevelopment shall be non-residential uses only;
2. Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226

#### RM-900 to CG-P (Potential MP)

The CG zone with p-suffix conditions recognizes existing retail/commercial use. The following P-suffix conditions shall apply:

1. Existing use only;
2. No new billboards are permitted;
3. No outdoor storage is permitted.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9
- \* Comprehensive Plan: CI-219, CI-220, CI-226



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**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Update policies.

See Area Zoning Highlights for areawide development conditions for Transportation projects: STU-4, STU-5, STU-15, STU-52, STU-71.



## E 8-22-4

### RS 7200 to AOU-P

The AOU zone at this location provides for non-residential uses that are compatible to airport operations. The following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-A1, ST-A2

### SE to AOU-P

For the area south of S. 200th St. The AOU zone at this location provides for non-residential uses that are compatible to airport operations.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the following p-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.
3. The Wetlands and Stream Corridor protection guidelines found in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-A1, ST-P8

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### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area Update policies.

See Area Zoning Highlights for areawide development conditions for Transportation projects: STU-13, STU-53



RS 7200 to AOU-P

The AOU zone at this location provides for non-residential uses that are compatible to airport operations.

The following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-A1, ST-P9

RS 7200 to AOU-P

The AOU zone provides an opportunity for non-residential uses that are compatible to airport operations in this area east of State Route 509 right-of-way.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.
3. The Wetlands and Stream Corridor protection guidelines found in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-NR12, ST-NR13, ST-VA1, ST-VA2, ST-P8

SR to AOU-P

The AOU zone at this location provides for non-residential uses that are compatible to airport operations. The following P-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area"

until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-A1, ST-9

#### SE to AOU-P

The AOU zone at this location (south of South 200th Street) provides for non-residential uses that are compatible to airport operations.

The King County Sensitive Areas Map Folio identifies this area as having significant wetlands and water types present. To develop under the AOU-P zone, the following p-suffix conditions shall apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.
3. The Wetlands and Stream Corridor protection guidelines found in the Area Zoning Highlights shall apply.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-A1, ST-P8, ST-NR12, ST-NR13

#### SR to SR (Potential AOU)

Retention of the SR zone recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program.

The potential AOU zone at this location provides an opportunity for non-residential uses that are compatible to airport operations.

To actualize the potential zone, the following P-suffix conditions apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

The following policies are applicable:

- \* Sea Tac Update: ST-VA1, ST-VA2, ST-P1, ST-P2, ST-P3, ST-P9,
- \* Comprehensive Plan: E-206

#### SR (7200) to SR (7200) (Potential AOU)

Retention of the RS 7200 zone recognizes the residential homes that are scheduled to be acquired by the Port of Seattle through its Noise Remedy Program.

The potential AOU zone at this location provides an opportunity for non-residential uses that are compatible to airport operations.

To actualize the potential zone, the following P-suffix conditions apply:

1. The Port of Seattle agrees and covenants to reserve in perpetuity for park, natural lands, a cemetery or suitable recreation uses, the property it currently owns or plans to acquire south of the Airport.
2. The Port of Seattle agrees it shall, within the area described in the adopted Sea Tac Area Update map, entitled "Proposed Veteran's National Cemetery Area", reserve through January 1, 1992 sufficient portions of its property, and that which it receives from King County, for use as a veteran's cemetery, provided the amount of land to be available for the cemetery shall be no less than 200 useable acres. Provided further the Port agrees it will not develop or allow to be developed any of the land described in the adopted Sea Tac Area Update map as the "Proposed Veteran's National Cemetery Area" until King County has completed a public review of the land use designation and zoning of the area, which shall begin no later than January 1, 1992 and be completed no later than January 1, 1993.

The following policies are applicable:

- \* Sea Tac Update: ST-P1, ST-P2, ST-P3, ST-P9,
- \* Comprehensive Plan: E-206

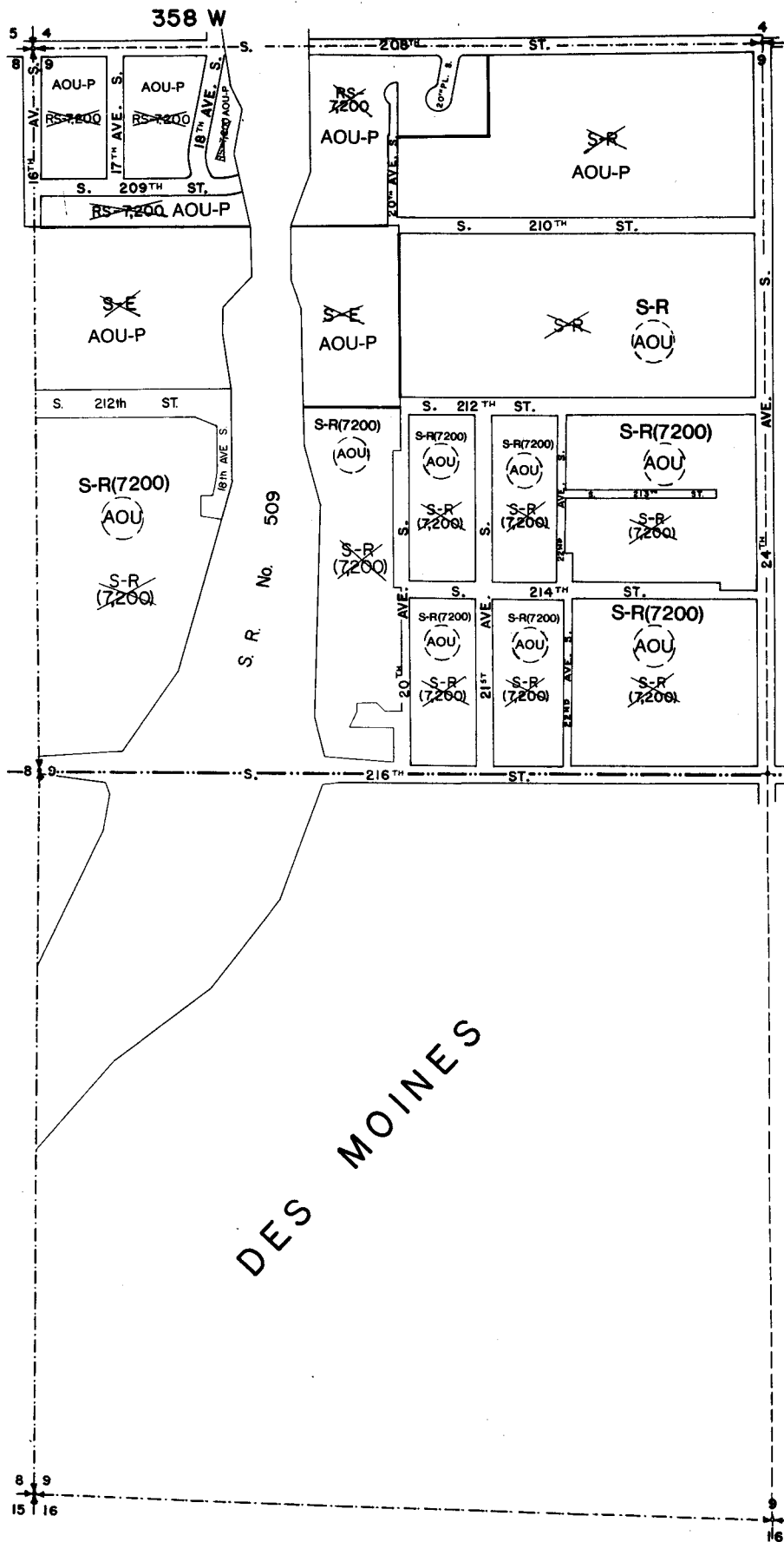
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#### **OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete Sea Tac Area policies.

See Area Zoning Highlights for areawide development conditions for Transportation projects:  
STU-63





RS 7200 (Potential RM 900) to RM 900-P (Potential MP)

Retention of the RM 900 zone with P-suffix conditions provides an opportunity for non-residential uses.

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9.
- \* Comprehensive Plan: CI-219, CI-220, CI-226.

RS 7200 to RS 7200 (Potential MP)

Actualization of the potential zone shall be for Business Park development only. See the Area Zoning Highlights for "Approval Process and Criteria for Development" within the Business Park Designation. For a full discussion of Business Park development in the Sea Tac Update area, see Chapter IV of the Plan.

The following policies are applicable:

- \* Sea Tac Update: ST-CI1, ST-CI4, ST-CI6, ST-CI7, ST-CI8, ST-CI9, ST-CI10, ST-CI11, ST-U3, ST-U4, ST-U5, ST-U6, ST-T5, ST-T7, ST-T8, ST-T9, ST-T11, ST-T12, ST-T15, ST-T16, ST-NR9.
- \* Comprehensive Plan: CI-219, CI-220, CI-226.

CG to CG-P

The following P-suffix condition shall apply:

1. No new billboards are permitted.

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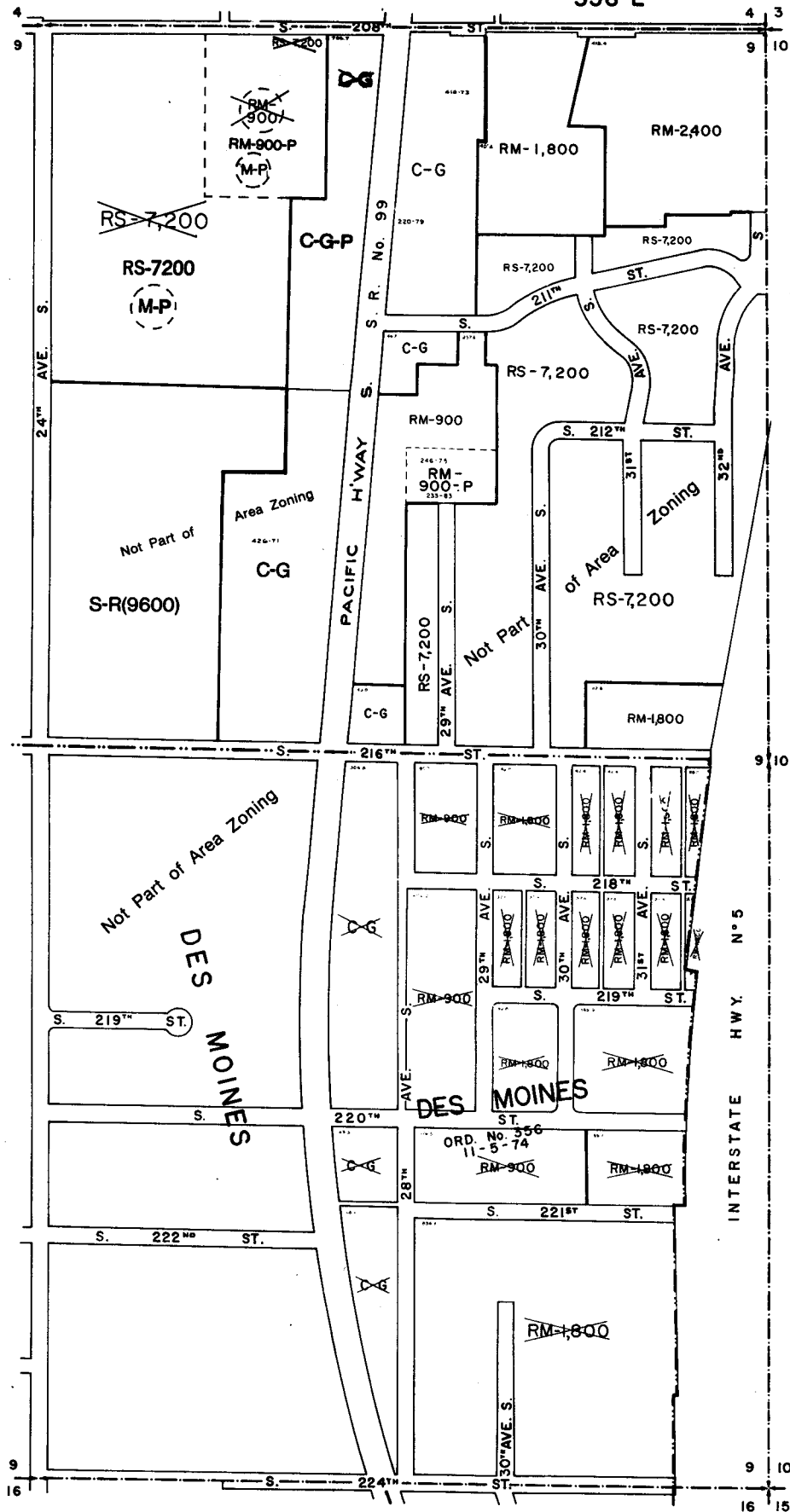
**OTHER REGULATORY CONTROLS:**

In those portions of the Sea Tac Update planning area where the zone classifications have not been changed, all P-suffix or site specific conditions applied through a previous area zoning or reclassification shall remain in effect.

See Appendix A for complete policies.

See Area Zoning Highlights for areawide development conditions for Transportation projects: STU-5, STU-63, STU-71.

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